

NAComatic

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MS Min Alt#4	-	5	UBS	-	85
MS Min Rdr#4	-	9	UOX	-	239
MS Min TO#4	-	17	UTA	-	276
OR0	-	65	VKS	-	288
19M	-	186			
1R7	-	54			
25M	-	265			
5A4	-	232			
5A6	-	295			
87I	-	298			
8M1	-	50			
BIX	-	43			
CBM	-	67			
CKM	-	57			
CRX	-	95			
GLH	-	101			
GNF	-	116			
GPT	-	123			
GTR	-	89			
GWO	-	110			
HBG	-	139			
HEZ	-	221			
HKS	-	158			
HSA	-	37			
IDL	-	151			
JAN	-	163			
LMS	-	188			
LUL	-	181			
M16	-	261			
M37	-	99			
M40	-	29			
M41	-	149			
M43	-	258			
M51	-	269			
M72	-	229			
M83	-	290			
MBO	-	191			
MCB	-	198			
MEI	-	203			
MJD	-	254			
MMS	-	195			
MPE	-	249			
NMM	-	213			
OLV	-	235			
OSX	-	178			
PIB	-	144			
PMU	-	33			
PQL	-	244			
RNV	-	61			
STF	-	271			
TUP	-	280			

MS Mins - Alternates #4	-	5	VICKSBURG	VKS	-	288
MS Mins - Radar #4	-	9	WEST POINT	M83	-	290
MS Mins - Take-Off #4	-	17	WINONA	5A6	-	295
ABERDEEN-AMORY M40	-	29	YAZOO CITY	87I	-	298
BATESVILLE PMU	-	33				
BAY ST. LOUIS HSA	-	37				
BILOXI BIX	-	43				
BOONEVILLE-BALDWIN 8M1	-	50				
BROOKHAVEN 1R7	-	54				
CLARKSDALE CKM	-	57				
CLEVELAND RNV	-	61				
COLUMBIA 0R0	-	65				
COLUMBUS-WEST POINT GTR	-	89				
COLUMBUS CBM	-	67				
COLUMBUS UBS	-	85				
CORINTH CRX	-	95				
DREW M37	-	99				
GREENVILLE GLH	-	101				
GREENWOOD GWO	-	110				
GRENADA GNF	-	116				
GULFPORT GPT	-	123				
HATTIESBURG-LAUREL PIB	-	144				
HATTIESBURG HBG	-	139				
HOLLY SPRINGS M41	-	149				
INDIANOLA IDL	-	151				
JACKSON HKS	-	158				
JACKSON JAN	-	163				
KOSCIUSKO OSX	-	178				
LAUREL LUL	-	181				
LEXINGTON 19M	-	186				
LOUISVILLE LMS	-	188				
MADISON MBO	-	191				
MARKS MMS	-	195				
MC COMB MCB	-	198				
MERIDIAN MEI	-	203				
MERIDIAN NMM	-	213				
NATCHEZ HEZ	-	221				
NEW ALBANY M72	-	229				
OKOLONA 5A4	-	232				
OLIVE BRANCH OLV	-	235				
OXFORD UOX	-	239				
PASCAGOULA PQL	-	244				
PHILADELPHIA MPE	-	249				
PICAYUNE MJD	-	254				
PRENTISS M43	-	258				
RAYMOND M16	-	261				
RIPLEY 25M	-	265				
STARKVILLE M51	-	269				
STARKVILLE STF	-	271				
TUNICA UTA	-	276				
TUPELO TUP	-	280				

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALEXANDRIA, LA

ESLER RGNL RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

BASTROP, LA

MOREHOUSE
MEMORIAL RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN:
RYAN FIELD ILS or LOC Rwy 13¹²
ILS or LOC Rwy 22R¹²⁴
NDB Rwy 31²³
RADAR-1²
RNAV (GPS) Rwy 4L⁴
RNAV (GPS) Rwy 13⁴
RNAV (GPS) Rwy 22R⁴
RNAV (GPS) Rwy 31⁴
VOR Rwy 4L³

¹ILS, Category D, 700-2.

²NA when control tower closed.

³Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

⁴NA when local weather not available.

BAY ST LOUIS, MS

STENNIS INTL ILS or LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

BOGALUSA, LA

GEORGE R CARR MEMORIAL
AIR FIELD RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS-WEST POINT-STARKVILLE, MS

GOLDEN TRIANGLE
RGNL ILS or LOC Rwy 18¹
LOC/DME Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

¹NA when control tower closed.

CORINTH, MS

ROSCOE TURNER ILS or LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

DE RIDDER, LA

BEAUREGARD RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD
MILLER JR LOC/DME Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

GREENVILLE, MS

MID DELTA RGNL ILS or LOC Rwy 18L¹
NDB Rwy 36L¹
NDB Rwy 36R¹
RNAV (GPS) Rwy 18L²
RNAV (GPS) Rwy 18R²
RNAV (GPS) Rwy 36L²
RNAV (GPS) Rwy 36R²
VOR/DME Rwy 18L²
VOR/DME Rwy 18R²

¹NA when control tower closed.

²NA when local weather not available.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

GREENWOOD, MS

GREENWOOD-LEFLORE . ILS or LOC Rwy 18¹
VOR Rwy 5²

¹ILS, Categories C,D, 700-2.

²Category D, 800-2¼.

GULFPORT, MS

GULFPORT-BILOXI

INTL ILS or LOC Rwy 14¹²
ILS or LOC/DME Rwy 32¹²

RADAR-1²⁴

RNAV (GPS) Rwy 14³

RNAV (GPS) Rwy 18³

RNAV (GPS) Rwy 32³

RNAV (GPS) Rwy 36³

VOR/DME or TACAN Rwy 14⁴

VOR/DME or TACAN Rwy 32⁴

¹ILS, Categories B,C,D, 700-2; Category E,
800-2¼. LOC, Category E, 800-2¼.

²NA when control tower closed.

³NA when local weather not available.

⁴Category E, 800-2¼.

HAMMOND, LA

HAMMOND NORTHSORE

RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN

MUNI RNAV (GPS) Y Rwy 13
RNAV (GPS) Z Rwy 13
VOR Rwy 13¹

NA when local weather not available.

¹Categories A, B, 1900-2; Categories C, D,
1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL

RGNL ILS or LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HOUMA, LA

HOUMA-

TERREBONNE Copter VOR/DME 12¹
ILS or LOC Rwy 18¹²³
RNAV (GPS) Rwy 12¹⁴
RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 30¹
RNAV (GPS) Rwy 36¹
VOR/DME Rwy 30¹
VOR Rwy 12¹²⁴

¹NA when local weather not available.

²NA when control tower closed.

³ILS, Category D, 700-2.

⁴Category D, 800-2¼.

JACKSON, MS

HAWKINS FIELD ILS or LOC Rwy 16¹
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

¹NA when control tower closed.

JACKSON-EVERS

INTL ILS or LOC Rwy 34L¹²
RADAR-1¹
RNAV (GPS) Rwy 16L³
RNAV (GPS) Rwy 16R³
RNAV (GPS) Rwy 34L³
RNAV (GPS) Rwy 34R³

¹NA when control tower closed.

²ILS, Category E, 700-2¼. LOC, Category E,
800-2¼.

³NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE

RGNL ILS or LOC/DME Rwy 4R¹³
ILS or LOC Rwy 22L²³
RNAV (GPS) Rwy 4R¹
RNAV (GPS) Rwy 22L¹
RNAV (GPS) Rwy 29¹

¹NA when local weather not available.

²NA when control tower closed.

³ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ILS or LOC Rwy 15¹²
RNAV (GPS) Rwy 33³
VOR Rwy 33¹²

¹NA when control tower closed.

²Category E, 900-3.

³NA when local weather not available.

LAKE CHARLES RGNL ILS or LOC Rwy 15
LOC BC Rwy 33

NA when control tower closed.

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NAME ALTERNATE MINIMUMS

SULPHUR, LA

SOUTHLAND FIELD LOC Rwy 15
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH RGNL LOC Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNI ILS or LOC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

TUPELO, MS

TUPELO RGNL ILS or LOC Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

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RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 10042 USAF) **ELEV 166**
RADAR¹ - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR ²	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR ³	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

¹Opr 1200-0500Z++. ²When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. ³Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) **ELEV 70**
BATON ROUGE METROPOLITAN: RYAN FIELD
RADAR - 120.3 278.3 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	31		ABCD	440-1¼	371	(400-1¼)				
	13		ABC	560-¾	492	(500-¾)	D	560-1	492	(500-1)
	22R		ABC	620/50	550	(600-1)	D	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	C	620-1½	551	(600-1½)
			D	620-1¼	551	(600-1¼)				
CIRCLING			AB	620-1¼	550	(600-1¼)	C	660-1½	590	(600-1½)
			D	680-2	610	(700-2)				

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

RADAR INSTRUMENT APPROACH MINIMUMS

DE RIDDER, LA

Orig-A, April 8, 2010 (FAA)

ELEV 202

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ ▲ NA

			HAT/ HAA/ HAA CEIL-VIS					HAT/ HAA/ HAA CEIL-VIS	
ASR	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS		CAT	DA/ MDA-VIS		CAT
	36		A	760 -1	563 (600-1)	B	760 -1½	563 (600-1½)	
			C	760 -1½	563 (600-1½)	D	760 -2	563 (600-2)	
	18		A	720 -1	518 (600-1)	B	720 -1½	518 (600-1½)	
			C	720 -1½	518 (600-1½)	D	720 -2	518 (600-2)	
CIRCLING			A	760 -1	558 (600-1)	B	760 -1½	558 (600-1½)	
			C	760 -1½	558 (600-1½)	D	780 -2	578 (600-2)	

When local altimeter not received, use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA)

ELEV 28

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	32		ABC	440 /40	412 (500-¾)		DE	440 /50	412 (500-1)
			AB	440 /24	413 (500-½)		C	440 /40	413 (500-¾)
			DE	440 /50	413 (500-1)				
CIRCLING			A	500 -1	472 (500-1)		B	660 -1	632 (700-1)
			C	660 -1¾	632 (700-1¾)		D	660 -2	632 (700-2)
			E	820 -2¾	792 (800-2¾)				

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA)

ELEV 346

JACKSON-EVERS INTL

RADAR- 123.9 317.7 ▽ ▲

		RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	
ASR	16R		AB	740 -1	421 (500-1)	CD	740 -1¼	421 (500-1¼)		
			E	740 -1½	421 (500-1½)					
			DE	740 /24	429 (500-¾)					
	16L		AB	740 /24	429 (500-¾)	C	740 /40	429 (500-¾)		
			D	740 /50	429 (500-1)					
	34L		AB	800 /24	472 (500-½)	C	800 /40	472 (500-¾)		
			D	800 /50	472 (500-1)					
		34R		AB	820 /50	474 (500-1)	C	820 /60	474 (500-1¼)	
			D	820 -1½	474 (500-1½)					
					E	820 -1¾	474 (500-1¾)			
CIRCLING			A	840 -1	494 (500-1)	B	880 -1	534 (600-1)		
			C	880 -1½	534 (600-1½)			D	900 -2	554 (600-2)
			E	940 -2	594 (600-2)					

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.

Category E S-34L visibility increased ½ mile for inoperative MALSR.

Category E circling not authorized southwest of runway 16R-34L.

When control tower closed procedure NA.

JOE WILLIAMS NOLF (KNJW), MS (Moscow) (10266 USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR ¹	32		A	1120 -1	581 (600-1)
			B	1120 -1¼	581 (600-1¼)
			C	1120 -1½	581 (600-1½)
			DE	1120 -2	581 (600-2)
CIR ¹	All Rwy		A	1120 -1	581 (600-1)
			B	1120 -1¼	581 (600-1¼)
			C	1120 -1½	581 (600-1½)
			D	1120 -2	581 (600-2)
			E	1160 -2¼	621 (700-2¼)

¹Procedure NA at night.

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA)

ELEV 43

LAFAYETTE RGNL

RADAR - 121.1 363.0 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29		ABC	400 -1	358 (400-1)	D	400 -1¼	358 (400-1¼)
			AB	480 -1	440 (500-1)			
	4R		D	480 -1½	440 (500-1½)	C	480 -1¼	440 (500-1¼)
			AB	560 -1	518 (600-1)			
CIRCLING	11		D	560 -1¼	518 (600-1¼)	C	560 -1½	518 (600-1½)
			A	560 -1	517 (600-1)			
			C	580 -1½	537 (600-1½)	B	580 -1	537 (600-1)

When control tower closed, ASR NA.

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA)

ELEV 17

CHENNAULT INTL

RADAR - 119.8 282.3  NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA CEIL-VIS
ASR	33		AB	540 -1	523 (600-1)	C	540 -1½	523 (600-1½)
			DE	540 -1¾	523 (600-1¾)			
	15		AB	560 -½	544 (600-½)	C	560 -1	544 (600-1)
			D	560 -1¼	544 (600-1¼)	E	560 -1½	544 (600-1½)
CIRCLING			AB	580 -1	563 (600-1)	C	580 -1½	563 (600-1½)
			D	580 -2	563 (600-2)	E	880 -3	863 (900-3)

LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS

ASR	33		AB	540 -1	523 (600-1)	C	540 -1½	523 (600-1½)
			DE	540 -1¾	523 (600-1¾)			
	15		AB	580 -½	564 (600-½)	C	580 -1	564 (600-1½)
			D	580 -1¼	564 (600-1¼)	E	580 -1½	564 (600-1½)
CIRCLING			AB	600 -1	583 (600-1)	C	600 -1½	583 (600-1½)
			D	600 -2	583 (600-2)	E	900 -3	883 (900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.

Procedure not available when Lake Charles Approach Control closed.


For inoperative MALSR, increase Category E visibilities ½ mile.

LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA)

ELEV 15

LAKE CHARLES RGNL

RADAR - 119.35 353.75  NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA CEIL-VIS
ASR	5		ABC	380 -1	366 (400-1)	D	380 -1¼	366 (400-1¼)
	33		ABC	380 -¾	368 (400-¾)	D	380 -1¼	368 (400-1¼)
	23		AB	440 -1	425 (500-1)	CD	440 -1¼	425 (500-1¼)
	15		AB	440 /24	428 (500-½)	C	440 /40	428 (500-¾)
			D	440 /50	428 (500-1)			
CIRCLING			A	440 -1	425 (500-1)	B	480 -1	465 (500-1)
			C	480 -1½	465 (500-1½)	D	580 -2	428 (500-2)

When control tower closed, procedure NA.

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN)

ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 ▽

				DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>			
	19L ²	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L ³	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS ¹	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L ⁴		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L ⁵		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L ⁶		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L ⁷		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy ⁸		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

¹No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time.²When ALS inop, increase vis All CAT to ½ mile. ³When ALS inop, increase vis All CAT to ¾ mile.⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.⁵When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles.⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.⁸When circling from PAR W/O GS Rwy 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA)

ELEV 79

MONROE RGNL

RADAR - 126.9 388.0 ▽

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	22		ABCD	480-1	402	(500-1)					
	4		ABC	560/40	482	(500-¾)	D	560/50	482	(500-1)	
	CIRCLING		AB	580-1¼	501	(600-1¼)	C	620-1½	541	(600-1½)	
			D	640-2	561	(600-2)					

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA)

ELEV 4

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	10		ABC	340/24	336	(400-½)	D	340/50	336	(400-1)	
	28		ABC	400/40	397	(400-¾)	D	400/50	397	(400-1)	
	19		ABCD	420/60	420	(500-1¼)					
	CIRCLING		AB	520-1¼	516	(600-1¼)	C	520-1½	516	(600-1½)	
			D	580-2	576	(600-2)					

Rwy 10: Inoperative table does not apply to Category D.

Rwy 19: Inoperative table does not apply.

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N6

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

RADAR INSTRUMENT APPROACH MINIMUMS

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR^{1 2 13} - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ ELEV 2

				DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	RWY	GS/TCH/RPI	CAT			
	4 ³	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22 ⁴	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O	4 ⁵		ABC	380-½	381	(400-½)
GS			DE	380-¾	381	(400-¾)
	22 ⁶		ABCDE	300-1	301	(400-1)
ASR	4 ⁷		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22 ⁸		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32 ⁹		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR ^{10 11 12}	All Rwy		AB	480-1	478	(500-1)
			C	520-1½	518	(600-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

¹No-NOTAM preventive maint Mon 1300-1800Z++. ²Outside of afld opr hr, civ acft transiting CL D airspace, etc ATC on 123.8 for clnc. ³When ALS inop, increase vis CAT ABCDE to ½ mile. ⁴When ALS inop, increase vis Cat CDE to 1 mile. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁶When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁸When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

⁹Procedure not authorized at night. ¹⁰CAT E circling not authorized NW of Rwy 4-22. ¹¹Night circling not authorized to Rwy 32. ¹²When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. ¹³GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)

ELEV 329

RADAR - (E) 123.7 261.3 **A** NA Opr 1400-0600Z + + exc hol.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy	AB	820-1	491	(500-1)	
		C	820-1½	491	(500-1½)	
		D	880-2	551	(600-2)	

SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA)

ELEV 258

SHREVEPORT RGNL

RADAR - 119.9 335.55 **A**

<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
CIRCLING		AB	800-1	542	(600-1)
		C	800-1½	542	(600-1½)
		D	820-2	562	(600-2)
		E	1100-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS
ABERDEEN/AMORY, MS
MONROE COUNTY

NOTE: **Rwy 18**, pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36**, trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA
ALEXANDRIA INTL

NOTE: **Rwy 18**, multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32**, multiple trees beginning 1537' from departure end of runway, 662' right of centerline, up to 80' AGL/162' MSL. **Rwy 36**, multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS
ALEXANDRIA, LA (CON'T)
ESLER RGNL (ESF)
AMDT 2 10098 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14**, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27**, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32**, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA
MOREHOUSE MEMORIAL

NOTE: **Rwy 34**, powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS
PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19**, 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 800 before turning left. **Rwy 19**, climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1**, multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19**, pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA
**BATON ROUGE METROPOLITAN, RYAN
FIELD (BTR)**
AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22R**, 300-2¼ or std. w/ min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 22L**, climb heading 220° to 2000 before proceeding on course. **Rwy 22R**, climb heading 220° to 2000 before proceeding on course.

NOTE: **Rwy 4L**, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL. Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL. Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL. Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL. Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL. **Rwy 4R**, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL. Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL. **Rwy 13**, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL. Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL. Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL. Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL. Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL. Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL. **Rwy 22L**, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL. Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL. Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL. **Rwy 22R**, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL. Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL. Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL. Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL. Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL. Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL. **Rwy 31**, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL. Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL. Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL. Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL. Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL. Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

NOTE: CAUTION. Unmarked balloon and cable to 15000 in R-3807. **Rwy 4L**, 209°/51.4 NM. **Rwy 4R**, 209°/51.2 NM. **Rwy 13**, 209°/50.7 NM. **Rwy 22L**, 209°/50.6 NM. **Rwy 22R**, 209°/50.3 NM. **Rwy 31**, 208°/50.9 NM.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD
(BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36**, trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWIN, MS

BOONEVILLE/BALDWIN

NOTE: **Rwy 15**, trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33**, road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18**, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36**, trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles. DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23**, vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36**, 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....10266

Rwy 13R/31L: Cross DER at least 35' AGL.

DEPARTURE PROCEDURE: **Rwy 13C**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway. **Rwy 31C**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway. **Rwy 13L**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway. **Rwy 31R**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

TAKE-OFF OBSTACLES: **Rwy 13C**, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R**, Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31C**, Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline. Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. **Rwy 31L**, Taxiing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline. **Rwy 31R**, Taxiing aircraft 197' MSL/14' AGL 80' from DER 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18**, tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36**, tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36**, Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DERIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14**, trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18**, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32**, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36**, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

DREW, MS

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18**, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36**, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16**, 133°/56.1 NM. **Rwy 34**, 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR

(GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36**, tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, climb runway heading to 800 before turning.

NOTE: **Rwy 27**, 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31**, climb to 700 before turning on course. **Rwys 13, 22**, climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14**, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18**, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32**, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36**, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

**HAMMOND, LA**

HAMMOND NORTHSHORE RGNL (HDC)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 312° to 700 before turning left.

NOTE: **Rwy 13**, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18**, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31**, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36**, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 309° to 900 before turning west.

NOTE: **Rwy 13**, numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31**, numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning east.NOTE: **Rwy 36**, 86' AGL tree 2117' from departure end of runway, 911' left of centerline.**HOLLY SPRINGS, MS**

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning left.**HOMER, LA**

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12**, road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30**, trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12**, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18**, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30**, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36**, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI (IDL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1800 before turning East. **Rwy 36**, climb heading 360° to 800 before turning East.

NOTE: **Rwy 18**, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL. Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL. **Rwy 36**, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL. Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL. Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

JACKSON, MS

HAWKINS FIELD (HKS)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1¼ or std. w/min. climb of 230' per NM to 600. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800 prior to DER.DEPARTURE PROCEDURE: **Rwy 11**, climb heading 115° to 900 before proceeding on course. **Rwy 16**, climb heading 159° to 1400 before turning right. **Rwy 29**, climb heading 295° to 1400 before turning left. **Rwy 34**, climb heading 339° to 900 before proceeding on course.

NOTE: **Rwy 11**, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL. Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL. Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL. **Rwy 16**, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL. Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL. **Rwy 29**, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL. Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL. Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL. Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL. **Rwy 34**, terrain 50' from DER, 316' right of centerline, 345' MSL. Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.





10266

JACKSON, MS (CON'T)

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R**, 300-1 or std. with a min. climb of 280' per NM to 700.**JENNINGS, LA**

JENNINGS (3R7)

AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 393' per NM to 300. **Rwys 17, 35**, NA.NOTE: **Rwy 8**, multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13**, trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. **51Rwy 26**, trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31**, fence 140' from DER, 15' AGL/32' MSL.**KEESLER AFB (KBIX)**

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21**: Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL. Terrain 6' from DER, 500' left of centerline 23' MSL.**KOSCIUSKO, MS**

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14**, trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from departure end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32**, trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.**LAFAYETTE, LA**

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION**: Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L**, 141'/29NM, **Rwy 4R**, 140'/28.8NM, **Rwy 11**, 141'/29.5NM, **Rwy 22L**, 143'/29.2NM, **Rwy 22R**, 142'/29.2NM, **Rwy 29**, 142'/28.8NM.NOTE: **Rwy 4L**, fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL. Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R**, multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11**, multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL.**Rwy 22L**, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R**, tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to 103' AGL/142' MSL. **Rwy 29**, multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.**LAKE CHARLES, LA**

CHENNAULT INTL (CWF)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1¼ or std. w/min. climb of 205' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.NOTE: **Rwy 15**, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL. Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL. **Rwy 33**, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL. Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL. Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.**LAKE PROVIDENCE, LA**

BYERLEY

NOTE: **Rwy 17**, tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.**LAUREL, MS**

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 500 before turning.

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LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19**, climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)
AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17**, tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17**, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35**, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30**, trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS
FIELD (MCB)
ORIG 09183 (FAA)

NOTE: **Rwy 15**, trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33**, tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22**, 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1**, antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4**, stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19**, antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL.

Rwy 22, numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*

Rwy 19R, 600-2**

* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R**: Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L**: Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R**: Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10**: Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

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MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 900 before turning west. **Rwy 32**, climb via heading 317° to 900 before turning west. **Rwy 36**, climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4**, tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14**, tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18**, tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22**, sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32**, tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36**, antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from departure end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13**, multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18**, multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31**, multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36**, multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¼ or std. w/ a min. climb of 336' per NM to 600.

NOTE: **Rwy 17**, building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25**, tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35**, light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16**, 138/17.2 NM. **Rwy 34**, 136/17.2 NM.

NOTE: **Rwy 16**, trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R**, climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9**, climb to 1500 before turning right, or comply with RADAR vectors.



NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy 1**, multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45' AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6**, multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL.

Rwy 10, obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginning 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19**, vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24**, obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28**, tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4**, Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22**, Diverse departures authorized 044° CW 314°. **Rwy 32**, Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4**: Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14**: Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32**: Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36**, fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL.

Rwy 18, road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18**, trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36**, trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18**, tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

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23 SEP 2010 to 21 OCT 2010



OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 400' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1½ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35**, tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6**, 290°/17.6 NM. **Rwy 24**, 287°/18.2 NM.

NOTE: **Rwy 24**, tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18**, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18**, trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36**, pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12**, poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30**, vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30**, climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30**, pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36**, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17**, Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35**, trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21**, multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23**, terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14**, multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18**, multiple trees beginning 52' from departure end of runway, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36**, windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13**, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/ 265' MSL. **Rwy 18**, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)

NOTE: **Rwy 15**, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33**, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18**, tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS

TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)

NOTE: **Rwy 17**, trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35**, trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19**, 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1**, trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19**, tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA

VIVIAN (3F4)
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27**, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1900 before turning left. **Rwy 27**, climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27**, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 400-1¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/ 279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36**, railroad track beginning 50' from departure end of runway, on centerline, 23' AGL/232' MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214' MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27**, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3**, Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21**, Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

ABERDEEN/AMORY**MONROE CO** (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4999X75 (ASPH) S-21 MIRL

RWY 18: REIL. VASI(V4L). Trees. RWY 36: Tree.

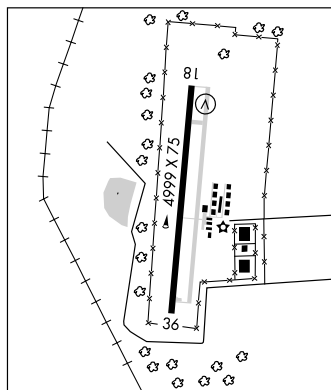
AIRPORT REMARKS: Attended 1400-2300Z \pm . For fuel after hrs call: 662-319-7017/315-4414. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lgts opr 0400-1200Z \pm . REIL Rwy 18 operates intermittently. Check NOTAMS. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.475 (662) 369-3498.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z \pm Mon-Fri, 1600-2300Z \pm Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 359° 23.3 to fld. 240/04E. **HIWAS.**

**ACKERMAN CHOCTAW CO** (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'

552 B NOTAM FILE GWO

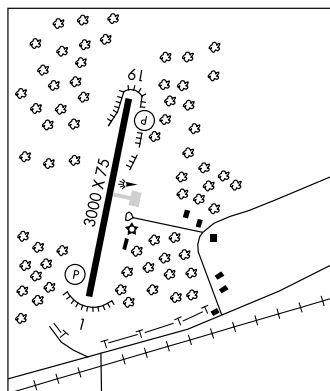
RWY 01-19: H3000X75(ASPH) S-19.5 MIRL

RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Tree.

AIRPORT REMARKS: Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call 662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 249° 37.5 NM to fld. 240/04E. **HIWAS.**

**ALLEN** N32°24.75' W90°07.17' NOTAM FILE JAN.NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z \pm .**BATESVILLE****PANOLA CO** (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 01-19: H5000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld displcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call 662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lgts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z \pm . After 0400Z \pm ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (662) 563-6267.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **MEMPHIS APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E. ILS/DME 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

MEMPHIS**L-18H****IAP****MEMPHIS****L-18G****MEMPHIS****L-18G****MEMPHIS****H-6J, L-18G****IAP**

WAAS CH 56604 W18A	APP CRS 185°	Rwy Idg 4999 TDZE 226 Apt Elev 226
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RNAV (GPS) RWY 18

ABERDEEN/MONROE COUNTY (M40)

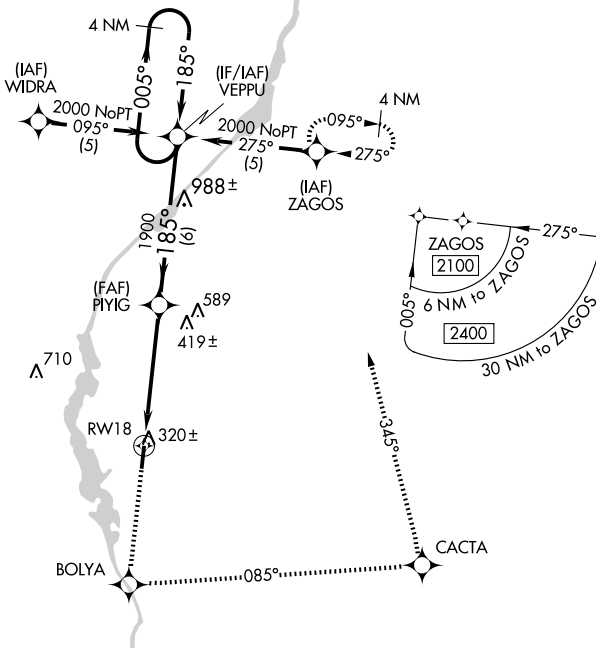
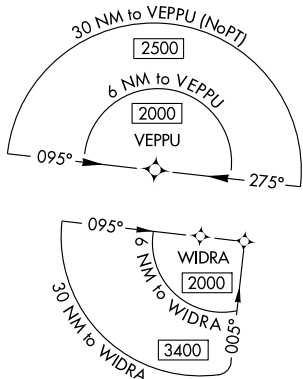
▼ Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

MISSED APPROACH: Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

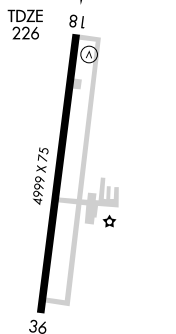
AWOS-3
118.475

COLUMBUS APP CON ★
126.075 239.25

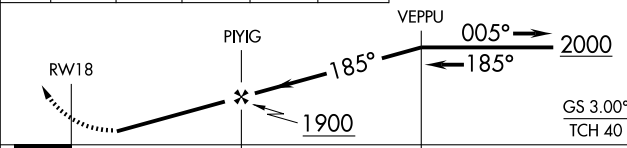
UNICOM
122.8 (CTAF) **①**



ELEV **226**



2100	BOLYA	CACTA	ZAGOS	VGSI and RNAV glidepath not coincident.
	trk 085°	trk 345°		4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	560-1¼	334 (400-1¼)		
LNAV/VNAV DA	590-1¼	364 (400-1¼)		
LNAV MDA	660-1	434 (500-1)	660-1¼ 434 (500-1¼)	660-1½ 434 (500-1½)
CIRCLING	720-1	494 (500-1)	720-1½ 494 (500-1½)	780-2 554 (600-2)

REIL Rwy 18 **①**
MIRL Rwy 18-36 **①**

WAAS CH 70414 W36A	APP CRS 005°	Rwy Idg TDZE Apt Elev	4999 226 226
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RNAV (GPS) RWY 36

ABERDEEN/MONROE COUNTY (M40)

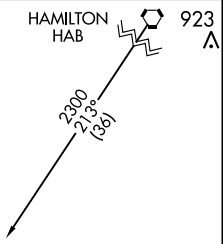
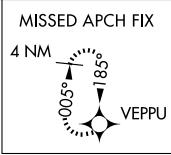
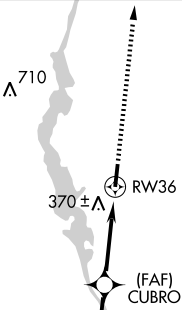
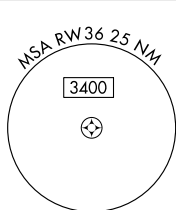
▽ Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
△ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 VDP NA when using Golden Triangle Rgnl altimeter setting.
 When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

MISSED APPROACH: Climb to 2000 direct VEPPO and hold.

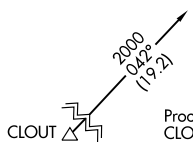
AWOS-3
118.475

COLUMBUS APP CON ★
126.075 239.25

UNICOM
122.8 (CTAF) 0

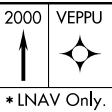
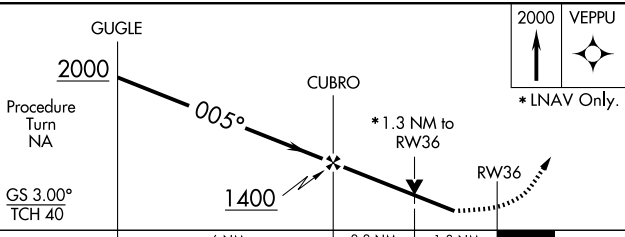


Procedure NA for arrivals at MINIM via V245-278 eastbound.

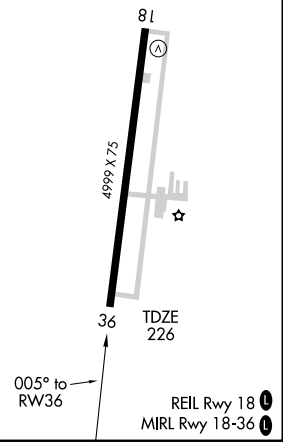


Procedure NA for arrivals at CLOUD via V278 westbound.

ELEV **226**



CATEGORY	A	B	C	D
LPV DA	559-1¼		333 (400-1¼)	
LNAV/VNAV DA	715-1¾		489 (500-1¾)	
LNAV MDA	680-1	454 (500-1)	680-1¼ 454 (500-1¼)	680-1½ 454 (500-1½)
CIRCLING	720-1	494 (500-1)	720-1½ 494 (500-1½)	780-2 554 (600-2)



VORTAC IGB **116.2**
Chan **109**

APP CRS **179°**

Rwy Idg **4999**
TDZE **226**
Apt Elev **226**

VOR RWY 18

ABERDEEN/MONROE COUNTY (M40)

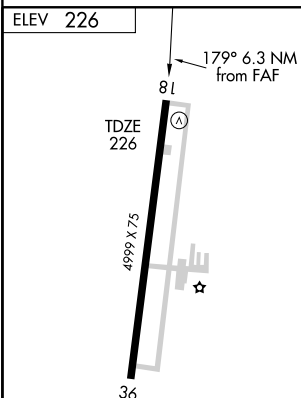
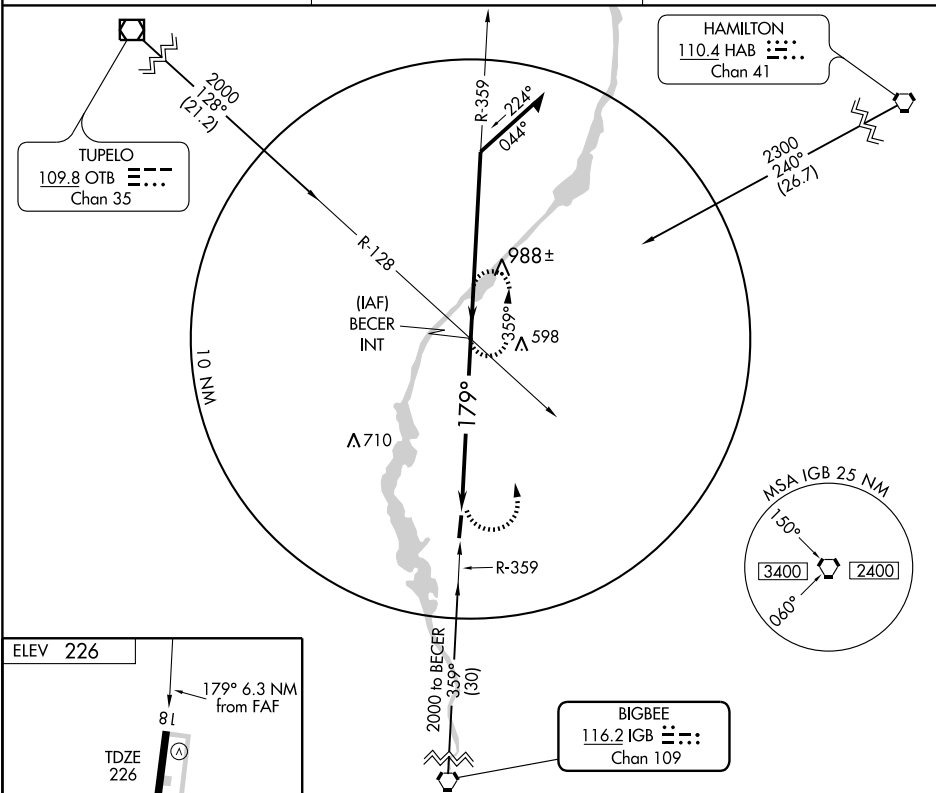
▼ Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

AWOS-3
118.475

COLUMBUS APP CON ★
126.075 239.25

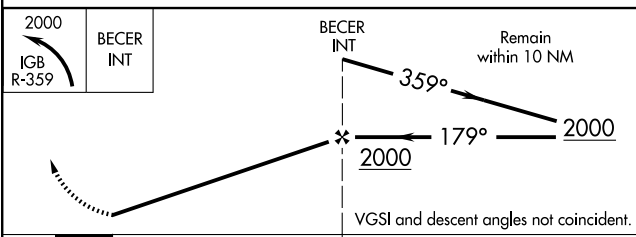
UNICOM
122.8 (CTAF) ①



REIL Rwy 18 ①
MIRL Rwy 18-36 ①

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)
CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)

ABERDEEN/AMORY

MONROE CO (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4999X75 (ASPH) S-21 MIRL

RWY 18: REIL. VASI(V4L). Trees. RWY 36: Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. For fuel after hrs call: 662-319-7017/315-4414. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lgts opr 0400-1200Z±. REIL Rwy 18 operates intermittently. Check NOTAMS. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.475 (662) 369-3498.

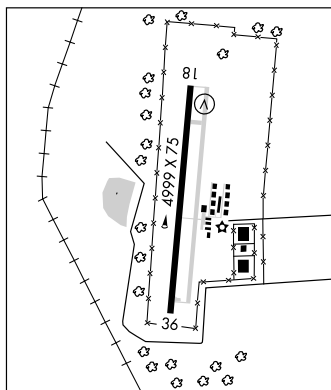
COMMUNICATIONS: CTAF/UNICOM 122.8

® **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 359° 23.3 to fld. 240/04E. **HIWAS.**



ACKERMAN CHOCTAW CO (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'

552 B NOTAM FILE GWO

RWY 01-19: H3000X75(ASPH) S-19.5 MIRL

RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

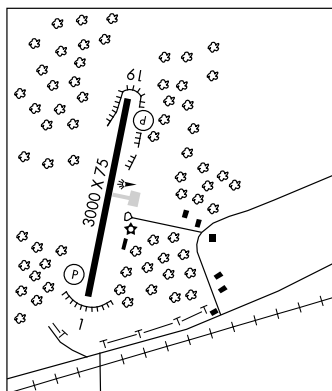
RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Tree.

AIRPORT REMARKS: Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call 662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 249° 37.5 NM to fld. 240/04E. **HIWAS.**



ALLEN N32°24.75' W90°07.17' NOTAM FILE JAN.

NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z±.

BATESVILLE

PANOLA CO (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 01-19: H5000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld displcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call 662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lgts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z±. After 0400Z± ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (662) 563-6267.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **MEMPHIS APP/DEP CON** 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E. ILS/DME 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

MEMPHIS

L-18H

IAP

MEMPHIS

L-18G

MEMPHIS

L-18G

MEMPHIS

H-6J, L-18G

IAP

LOC/DME I-PMU 110.35 Chan 40 (Y)	APP CRS 189°	Rwy Idg TDZE Apt Elev	5000 221 221
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LOC/DME RWY 19

BATESVILLE/ PANOLA COUNTY (PMU)

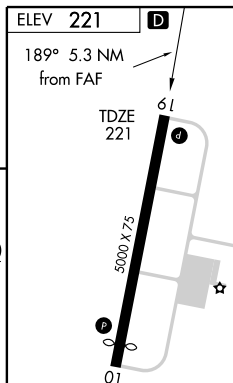
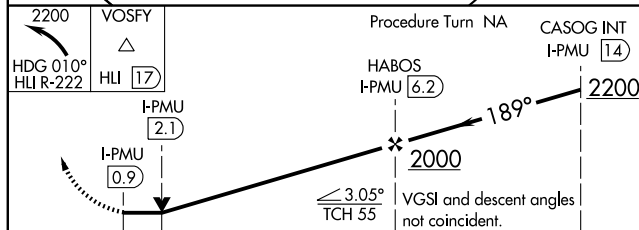
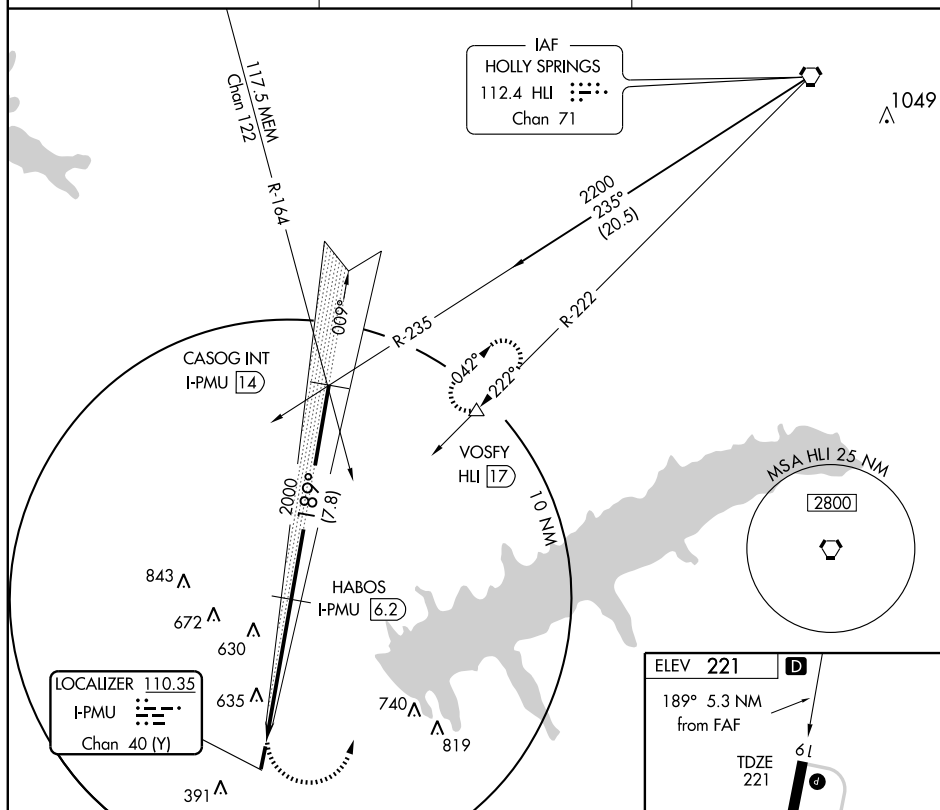
NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

AWOS-3
118.225

MEMPHIS CENTER
128.5 381.4

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-19	760-1	540 (600-1)	760-1½ 540 (600-1½)	760-1¾ 540 (600-1¾)
CIRCLING	760-1	539 (600-1)	940-2 719 (800-2)	940-2¼ 719 (800-2¼)

MIRL Rwy 1-19

APP CRS 009°	Rwy Idg TDZE Apt Elev	4410 219 221
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RNAV (GPS) RWY 1

BATESVILLE/ PANOLA COUNTY (PMU)

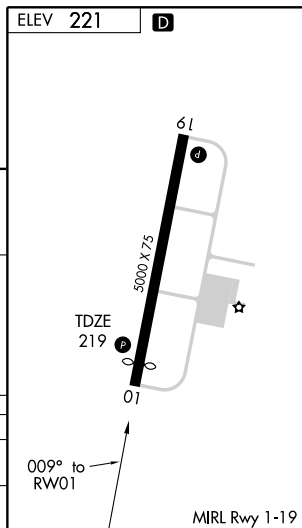
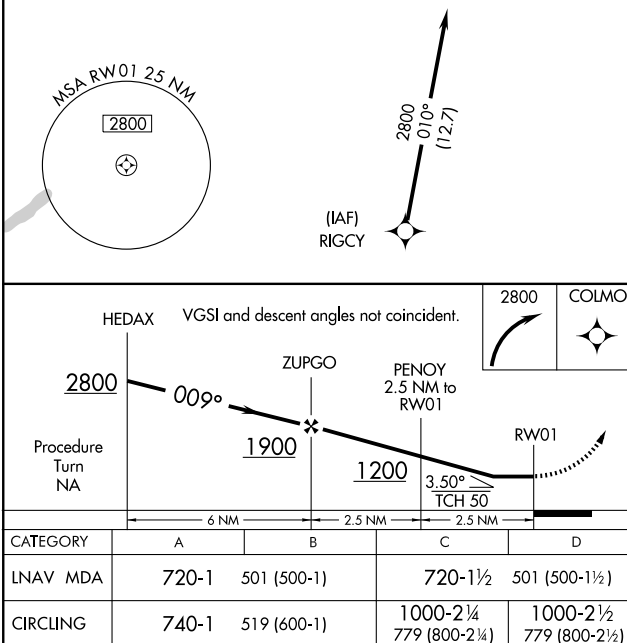
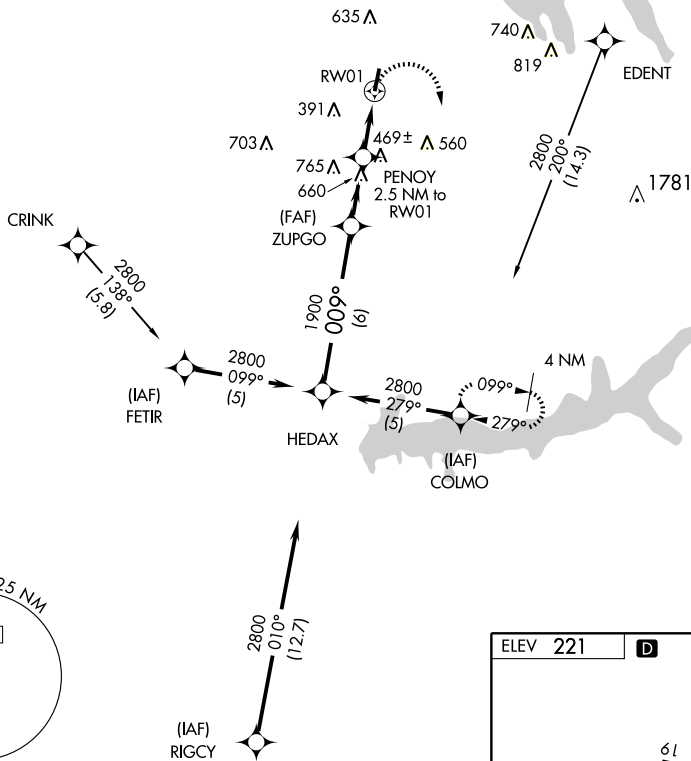
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

AWOS-3
118,225

MEMPHIS CENTER
128.5 381.4

UNICOM
122.8 (CTAF) 0



APP CRS 189°	Rwy Idg TDZE Apt Elev	5000 219 221
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RNAV (GPS) RWY 19

BATESVILLE/ PANOLA COUNTY (PMU)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

AWOS-3
118.225

MEMPHIS CENTER
128.5 381.4

UNICOM
122.8 (CTAF) 0

MSA RW19 25 NM

2800

(IAF)
HILEB

SUBOY

HOLLY SPRINGS
HLL966 **△**2200
221°
(18.9°)

4 NM

2200
279°
(5)099°
279°(IAF)
CASNI

1900

189°
(6)843 **△**672 **△**630 **△**635 **△**391 **△**703 **△**765 **△**660 **△**(FAF)
CIBDA

RW19

560 **△**660 **△**

CRINK

2200
022°
(19.6°)

ELEV 221

D189° to
RW19TDZE
219

61

5000 x 75

01

01

01

01

01

01

01

01

01

01

01

01

01

01

01

01

01

01

VGSI and descent angles not coincident.

SUBOY

CIBDA

2200

189°

1900

Procedure
Turn
NA1.6 NM to
RW193.07°
TCH 50

1.6

3.4 NM

6 NM

CATEGORY	A	B	C	D
RNAV MDA	940-1	721 (800-1)	940-2 721 (800-2)	940-2¼ 721 (800-2¼)
CIRCLING	940-1	719 (800-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)

MIRL Rwy 1-19

BATESVILLE, MISSISSIPPI

Orig-A 09015

BATESVILLE/ PANOLA COUNTY (PMU)

34° 22' N-89° 54' W

RNAV (GPS) RWY 19

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

BAYOU N30°29.13' W89°09.73' NOTAM FILE GPT.
NDB (LOM) 360 GP 132° 6.7 NM to Gulfport—Biloxi Intl.

NEW ORLEANS
L-21C, 22G

BAY ST LOUIS

STENNIS INTL (HSA) 8 NW UTC-6(-5DT) N30°22.07' W89°27.28'

23 B S4 **FUEL** 100LL JET A Class IV, ARFF Index A. NOTAM FILE HSA
RWY 18-36: H8497X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-270 HIRL

NEW ORLEANS
H-7E, 8F, L-21B, 22G, GOMC
IAP

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

AIRPORT REMARKS: Attended 1230-0130Z†. For fuel after hrs call 228-463-0404 or 228-467-7070. For major and minor repairs after hrs call 228-467-3222. CLOSED to air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 228-467-7070. Numerous flocks of birds AER 36. Numerous low flying fish spotter acft ops near shoreline between Gulfport and Bay St Louis SR-SS. ACTIVATE HIRL Rwy 18-36, REIL Rwy 36—CTAF. ACTIVATE MALSR Rwy 18 127.15.

WEATHER DATA SOURCES: AWOS-3 118.375 (228) 466-9320. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z‡)

Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 (0500-1200Z‡)
TOWER 127.15 (1300-0300Z‡) **GND CON** 121.725

AIRSPACE: CLASS D svc 1300-0300Z‡ other times CLASS G.

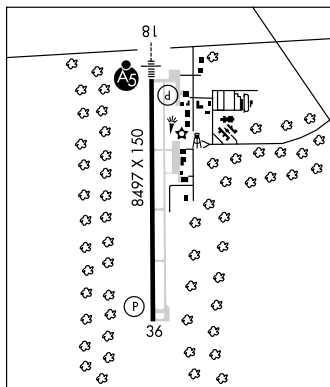
RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.

GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41'

W89°04.61' 263° 19.7 NM to fld. 23/02E. **HIWAS.**

HANCO NDB (MHW/LOM) 221 HS N30°27.06' W89°27.32' 179° 5 NM to fld.

ILS 110.35 I-HSA Rwy 18. LOM Hanco NDB.



BAY SPRINGS

THIGPEN FLD (ØØM) 3 SE UTC-6(-5DT) N31°57.23' W89°14.12'

351 B NOTAM FILE GWO

RWY 16-34: H3000X50 (ASPH) S-8 MIRL

RWY 16: Tree. RWY 34: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z‡.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 004° 32.5 NM to fld. 290/05E.

NEW ORLEANS
L-18G

BELMONT

TISHOMINGO CO (Ø1M) 2 S UTC-6(-5DT) N34°29.50' W88°12.07'

578 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4000X60 (ASPH) S-20 MIRL

RWY 17: Thld dsplcd 500'. Trees.

RWY 35: Thld dsplcd 977'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z‡. For fuel and svc after hrs call 662-454-9989 or 662-424-0846. Rwy 17 dsplcd thld not lighted. BCN lgt does not rotate. ACTIVATE MIRL Rwy 17-35—CTAF.

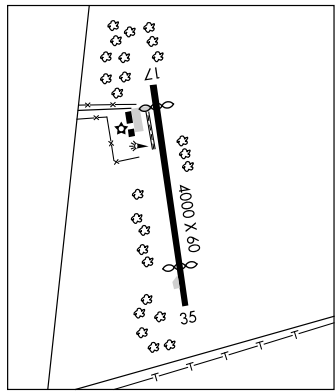
COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.71'

W88°00.75' 330° 20.1 NM to fld. 810/02E. **HIWAS.**

MEMPHIS
L-18H



LOC I-HSA 110.35	APP CRS 179°	Rwy Idg TDZE 23 Apt Elev 23
----------------------------	------------------------	---

ILS or LOC RWY 18

BAY ST. LOUIS/STENNIS INTL (HSA)

▲ When local altimeter setting not received, use Gulfport altimeter setting and increase DA to 270 feet and all MDAs 60 feet.

MALSR
AS

MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

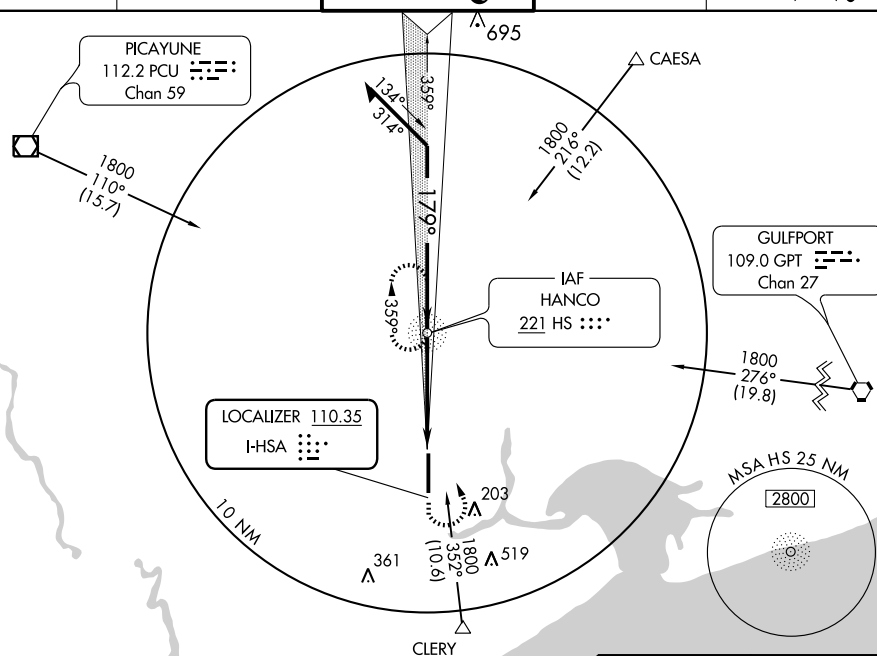
AWOS-3
118.375

GULFPORT APP CON★
124.6 354.1

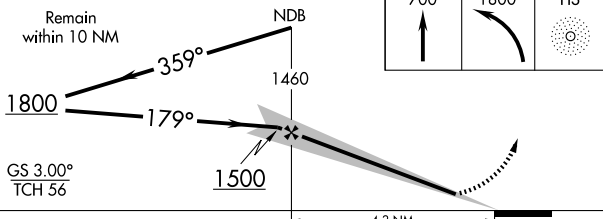
STENNIS TOWER★
127.15 **AS**

GND CON
121.725

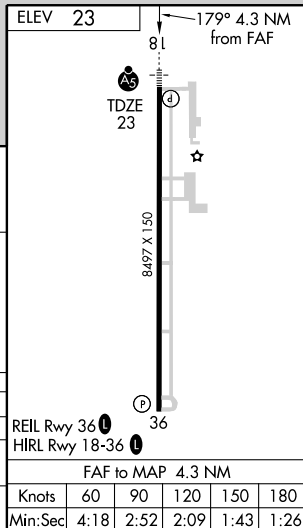
UNICOM
123.0 (CTAF) 0



ADF REQUIRED



CATEGORY	A	B	C	D
S-18	223-½ 200 (200-½)			
S-LOC 18	460-½	437 (500-½)	460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)



NDB HS	APP CRS	Rwy Idg	8497
<u>221</u>	178°	TDZE	23
		Apt Elev	23

NDB RWY 18

BAY ST. LOUIS /STENNIS INTL (HSA)


A NA If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

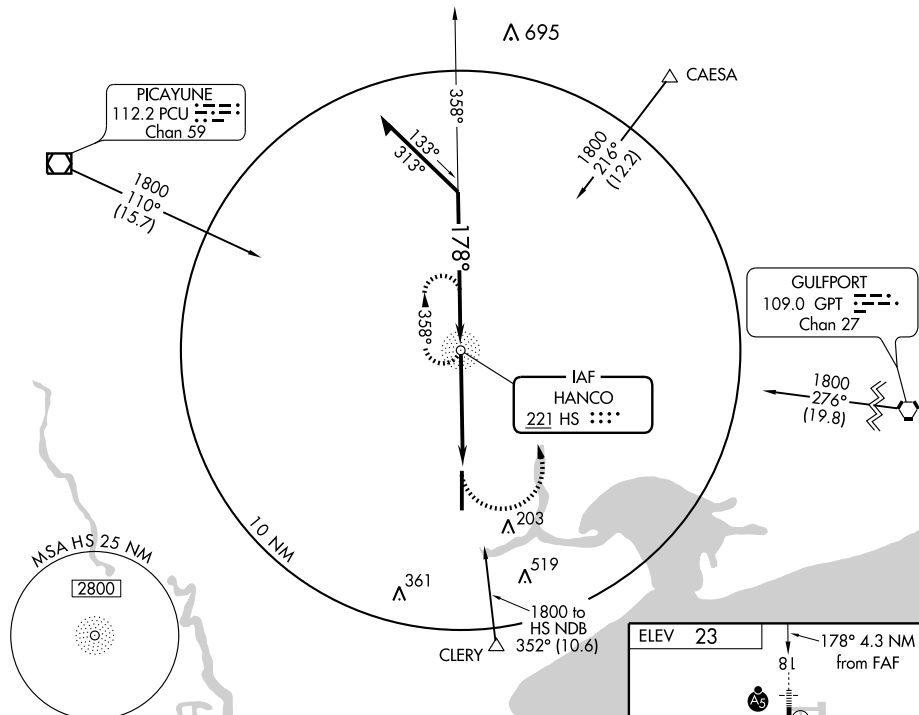
AWOS-3
118.375

GULFPORT APP CON★
124.6 354.1

STENNIS TOWER ★
127.15 

GND CON
121.725

UNICOM
123.0 (CTAF) **L**



Remain
within 10 NM



NDB

1800

VGSI and descent angles
not coincident.

3.14°
TCH 52

A horizontal line segment with arrows at both ends, labeled "4.3 NM".

1800	HS
	
	221

ELEV 23

81 178° 4.3 NM from FAF

TDZ
23

107 V 1 E0

REIL Rwy 36 **L**
HIRL Rwy 18-36 **L**

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

BAY ST. LOUIS, MISSISSIPPI

Amdt 1A 09295

BAY ST. LOUIS / STENNIS INTL (HSA)

NDB RWY 18

30° 22' N-89° 27' W

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	8497
179°	TDZE	23
	Apt Elev	23

RNAV (GPS) RWY 18

BAY ST. LOUIS /STENNIS INTL (HSA)

A When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.



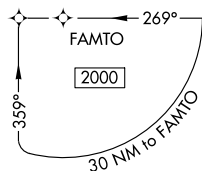
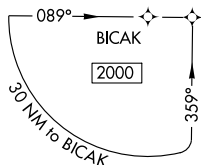
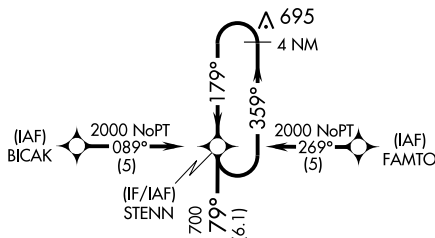
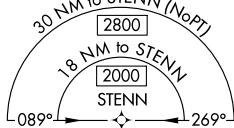
MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

AWOS-3
118.375

GULFPORT APP CON★
124.6 354.1

STENNIS TOWER ★
127.15

GND CON
121.725

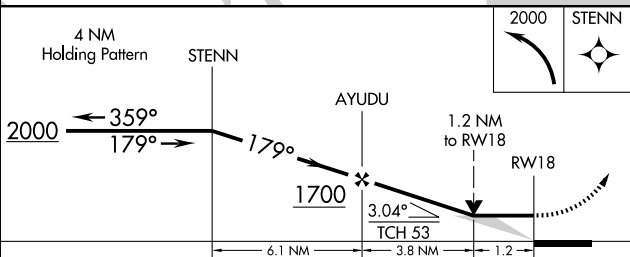
UNICOM
123.0 (CTAF) **L**

Δ 361

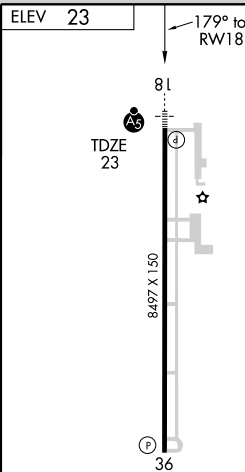
A 519

ELEV 23

← 179° to
RW18



CATEGORY	A	B	C	D
LNAV MDA	460-½	437 (500-½)	460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)



REIL Rwy 36 L

HIRL Rwy 18-36 **L**

BAY ST. LOUIS, MISSISSIPPI

Orig-A 26AUG10

BAY ST. LOUIS / STENNIS INTL (HSA)

RNAV (GPS) RWY 18

30° 22' N-89° 27' W

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC GPT 109.0 Chan 27	APP CRS 261°	Rwy Idg TDZE Apt Elev	N/A N/A 23
--	------------------------	-----------------------------	---------------------------------------

VOR-A
BAY ST. LOUIS/STENNIS INTL (HSA)

A When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090° and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

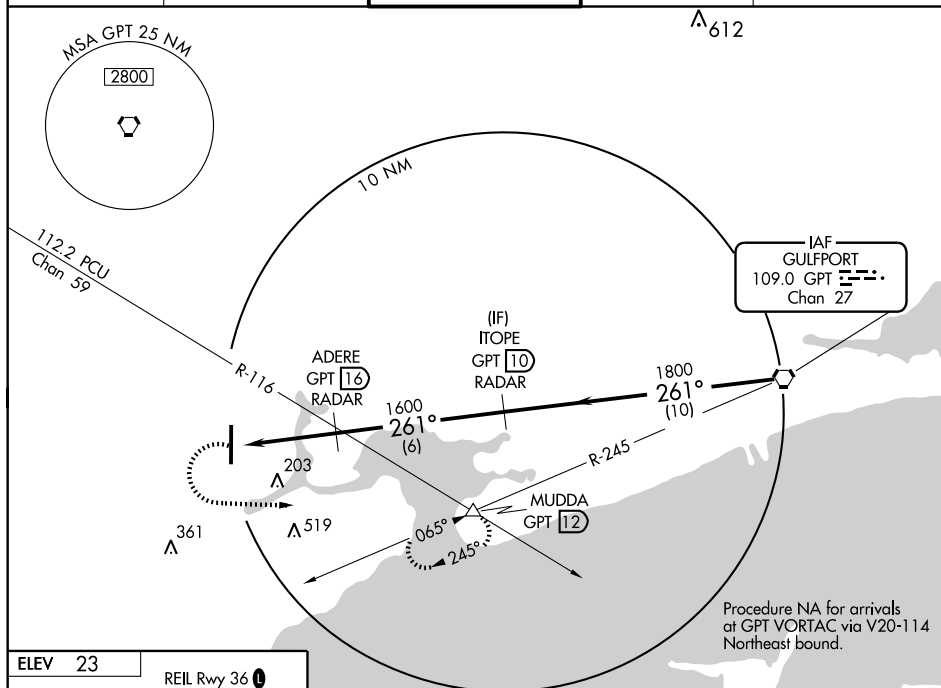
AWOS-3
118.375

GULFPORT APP CON★
124.6 354.1

STENNIS TOWER★
127.15 **AS**

GND CON
121.725

UNICOM
123.0 (CTAF) **0**



ELEV **23**

REIL Rwy 36 **0**
HIRL Rwy 18-36 **0**



261° 3.7 NM
from FAF

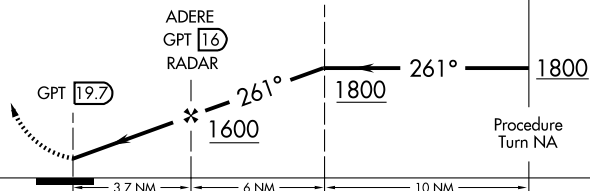
2000
hdg
090°

GPT
R-245

MUDDA
△

ITOP
GPT 10
RADAR

VORTAC



FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)

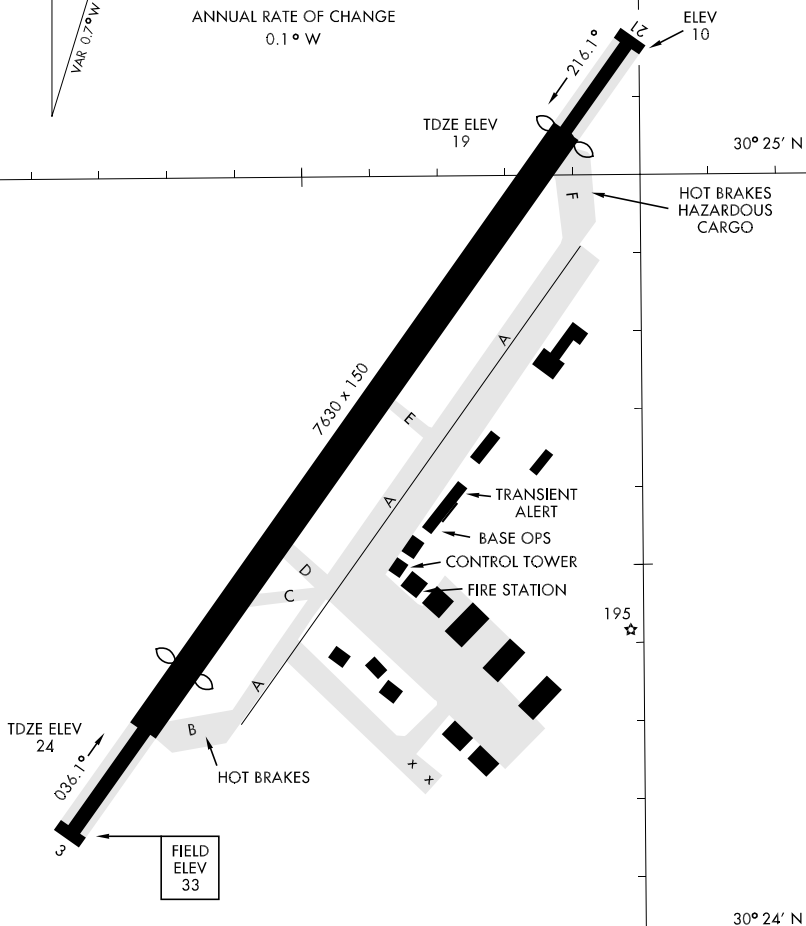
AIRPORT DIAGRAM

AFD-49 [USAF]

BILOXI, MISSISSIPPI

ATIS 281.55
 KEESLER TOWER ★
 120.75 269.075
 GND CON
 121.8 275.8
 CLNC DEL
 121.8 275.8

AUGUST 2009
 ANNUAL RATE OF CHANGE
 0.1 ° W



Rwy 3-21
 PCN 35 F/B/W/T
 S, T, ST, TT, TRT, TDT
 Rwy 3 Idg 6031'
 Rwy 21 Idg 6630'

W 88° 56' W

W 88° 55'

AIRPORT DIAGRAM

WGS-84 DATUM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

KEESLER AFB (BIX)(KBIX) AF (AFRC) O W UTC-6(-5DT) N30°24.63' W88°55.47' **NEW ORLEANS**
 33 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE BIX Not insp. H-7E, 8F, L-21C, 22G, GOMC
RWY 03-21: H7630X150 (PEM) PCN 27 F/B/W/T HIRL 0.3% up SW **DIAP, AD**
RWY 03: REIL. PAPI(P4L). Thld dsplcd 1599'. **RWY 21:** ALSF1. PAPI(P4L). Thld dsplcd 1000'. Rgt tfc.

MILITARY SERVICE:
LGT—NSTD rwy edge and twy lgts, several lgts greater than 200' distance apart on rwy, several missing twy exit lgts. **JASU** 1(MA-1A) 3(A/M32A-86A) **FUEL** J8 **FLUID** SP PRESAIR LPOX LOX **OIL** O-148-156
TRAN ALRT Opr Mon-Thu 1400-2200Z, Fri 1400-0500Z, Sat-Sun 1700-2300Z clsd hol. Unit training assemblies Sun 1900-0500Z.

MILITARY REMARKS: Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z closed holidays. Unit training assemblies Sun 1900-0500Z. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Aircrews etc GND prior to acft engine start. PPR for all acft ctc Afld management OPS at DSN 579-2120 or C228-377-2120. Pilots will avoid flying over the USAF Medical Center located on the Back Bay 1 NM E of rwy, and the VA Hospital on the Back Bay 1 NM W of rwy. Twy E rstd to small acft. Acft rinse facility (Bird Bath) Twy C avbl to C-130 and larger acft. Outside of published opr hour, coordinate mission essential (EVAC, Storm Tracking and High HQ (JSC) Mission) acft arr/dep with Base OPS when open or Command Post. All C130 or larger must face N on Twy B for maintenance runs or engine run-ups. **CAUTION** Rwy hazard men or equipment opr randomly to include within 100' of rwy daily. Lgtd trees pent 50:1 plane on Rwy 03-21. Lgtd water tower located 1775' rgt of Rwy 03 centerline and 2900' left of Rwy 21 centerline. Glide slope antenna 250' W of centerline and 1050' from apch end Rwy 21. 141' AGL crane 1 NM west of rwy centerline. 190' AGL crane 1 NM west of rwy centerline. 125' crane 1 NM west of rwy centerline. 150' crane 1 NM east of rwy centerline. Bird Alert—Concentration of birds in vicinity of airfield during inclement weather. Large frame and heavy acft will make 180° turns on concrete portion of rwy. Weather forecast: Marina trees hinder wind, low wind speed on Rwy 21 apch when wind direction from 280°-340°. During augmentation/backup, ltd wx obsn to E and visibility marker byd 1 statute mile only avbl in the W to N sector, night flood lgt hinder cloud and visibility observation and ceilings frequently 100'-200' lower than observation on Rwy 21 apch from Nov-Mar. Rwy edge lgts past thresholds greater than 10' from full strength pavement. Spot 24/25 (Twy B and Twy F) light—alls used when C-5 or C-17 parked during hrs of darkness and inclement wx. Night vision devices training Tue and Thu 0200-0400Z. **TFC PAT** TPA—Overhead 1500(1467), Conventional 1000(967), Helicopter 500(467). Rwy 03 precision instrument apch not avbl.

MISC Rwy 03 avbl tkf 6632' from key-hole. Rwy 21 avbl tkf 6034' from key-hole. See US Terminal Low Arpt Sketch for NSTD Rwy 03-21 configuration. Rwy 03 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side, and remaining 598X150 is concrete. Rwy 21 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side. VIP acft ctc PTD 372.2 15 minutes prior to ldg with firm chock time. During opr hours, LIFE GUARD/MEDEVAC/SAR/MSN essential acft ctc Afld Management OPS DSN 597-2120, C228-377-2120 1 hour prior to arr for proper coordination, during non-opr hours, ctc Command Post DSN 597-4330, C228-377-4330 1 hour prior to req airfield be opened. Hanger space not avbl for severe weather. COMSEC materials are not avbl. Dsplcd thld may be used for tkf and ldg rollout, ctc twr with req to back taxi. Assault Zone marker on rwy. Rwy Surface Condition/Rwy Condition Reading not reported during published afld clsd times. **403 WG AFRC** C130/WC130 acft opr weekdays.

COMMUNICATIONS: ATIS 281.55 (Mon-Fri 1400-0300Z, Sat-Sun 1700-2300Z, clsd hol. Unit training assemblies Sun 1900-0500Z) **PTD** 372.2

Ⓡ **GULFPORT APP/DEP CON** 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°) (1200-0500Z)

Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 387.05 (0500-1200Z)

TOWER 120.75 269.075 (Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z, clsd hol. Unit Training Assemblies Sun 1900-0500Z) **GND CON** 121.8 275.8 **CLNC DEL** 121.8 275.8

403 WG AFRC COMD 252.8 (Call ACCOUNTANT) **PMSV METRO** 267.4 Full svc during afld opr hrs, extd as required, clsd holidays. Remote briefing svc avbl from 26 OWS Barksdale AFB, LA, DSN 331-2651, C318-529-2651. Automatic FMQ-19 in use 24 hrs. Augmented/backed up FMQ-19 in use when required during opr hrs and for resource protection. ASOS obsn avbl at DSN 597-0438 or C228-377-0438. **AEROMEDICAL EVAC** 236.6

AIRSPACE: CLASS D svc Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z clsd Hol. Unit Training Assemblies Sun 1900-0500Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.

GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' 086° 7.9 NM to fld. 23/2E. **HIWAS.**

(T) **TACAN** Chan 55 BIX (111.8) N30°24.41' W88°55.80' at fld. 10/1E. NOTAM FILE BIX. Monitored during published opr hours only. No NOTAM MP Wed 1200-1400Z (1000/2+1).

ILS 109.7 I-BIX Rwy 21. Monitored during published opr hr only. No NOTAM MP Tue and Thu 1200-1400Z (1000/2+1). Critical area not protected.


KEWANEE N32°22.01' W88°27.50' NOTAM FILE GWO.

(L) **VORTAC** 113.8 EWA Chan 85 047° 12.4 NM to Mallard. 300/04E. VORTAC unusable 250°-290° byd 30 NM blo 3000'.

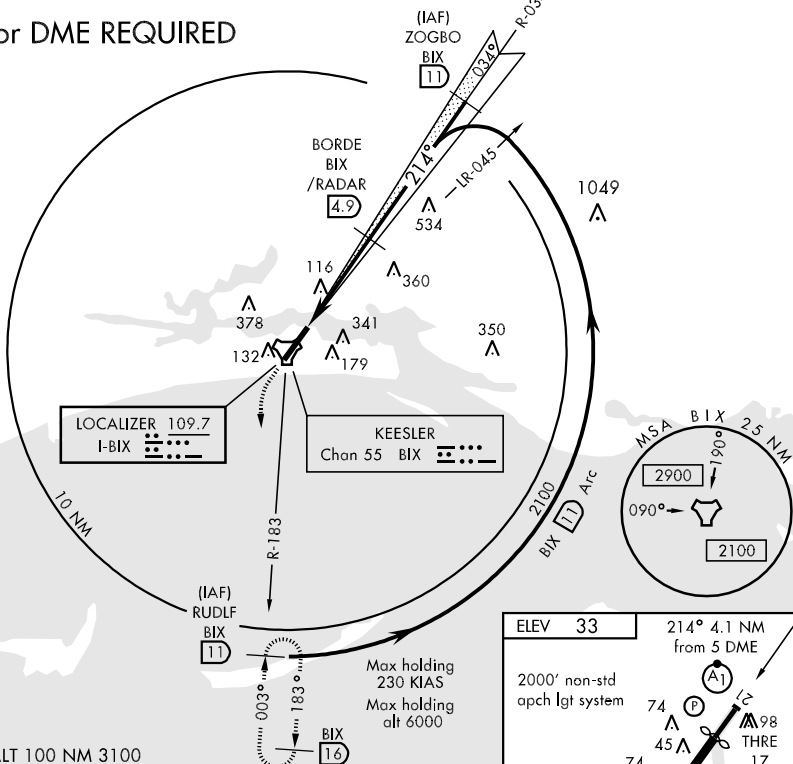
RCO 122.1R 113.8T (GREENWOOD RADIO)

MEMPHIS

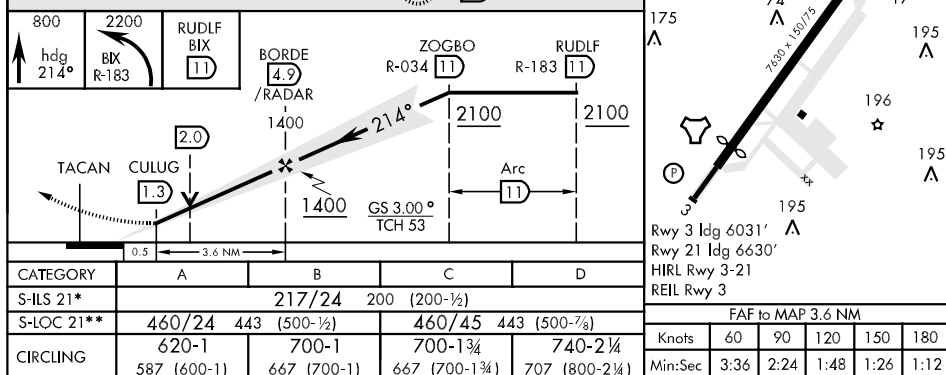
L-18H

LOC I-BIX 109.7	APCH CRS 214°	Rwy Idg 6630 THRE Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)
▼ * When ALS inop, increase CAT ABCD RVR to 40, vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to $\frac{1}{2}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.
ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130° - 309°) 127.5 254.25 (310° - 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3100



TACAN BIX
Chan 55

APCH CRS
023°

Rwy Idg	6031
THRE	23
Arpt Elev	33

AL-49 [USAF]

KEESLER AFB (KBIX)



MISSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

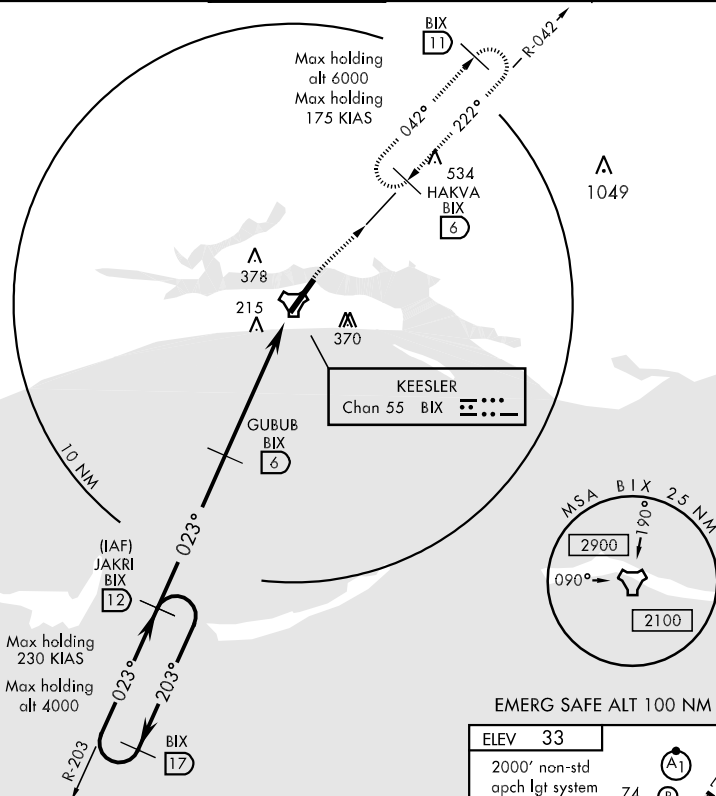
ATIS
281.55

GULFPORT APP CON		
124.6	354.1	(130°- 309°)
127.5	254.25	(310°- 129°)

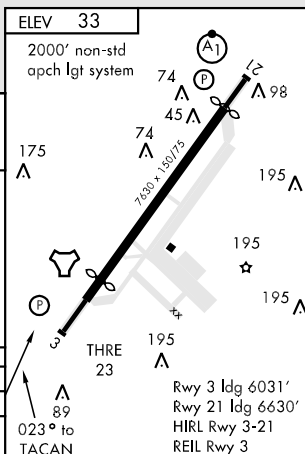
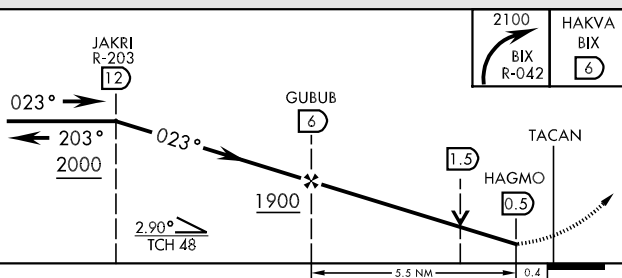
KEESLER TOWER ★
20.75 269.075

GND CQN
121.8 275.8

CLNC DEL
21.8 275.8



EMERG SAFE ALT 100 NM 3100



BILOXI, MISSISSIPPI

30° 25' N-88° 55' W

KEESLER AFB (KBIX)

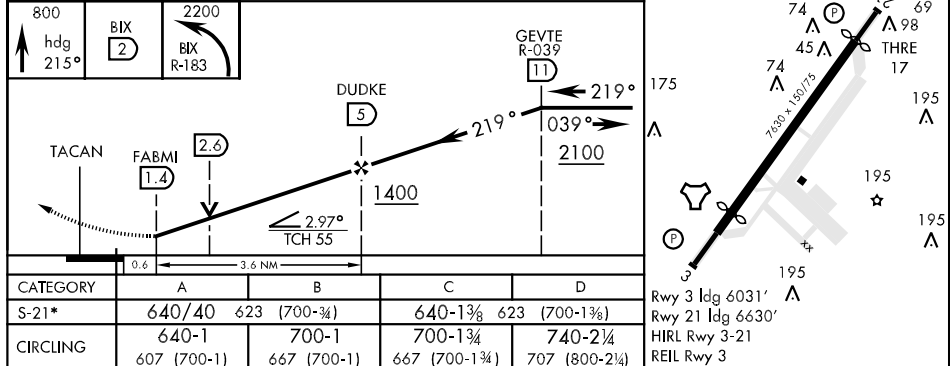
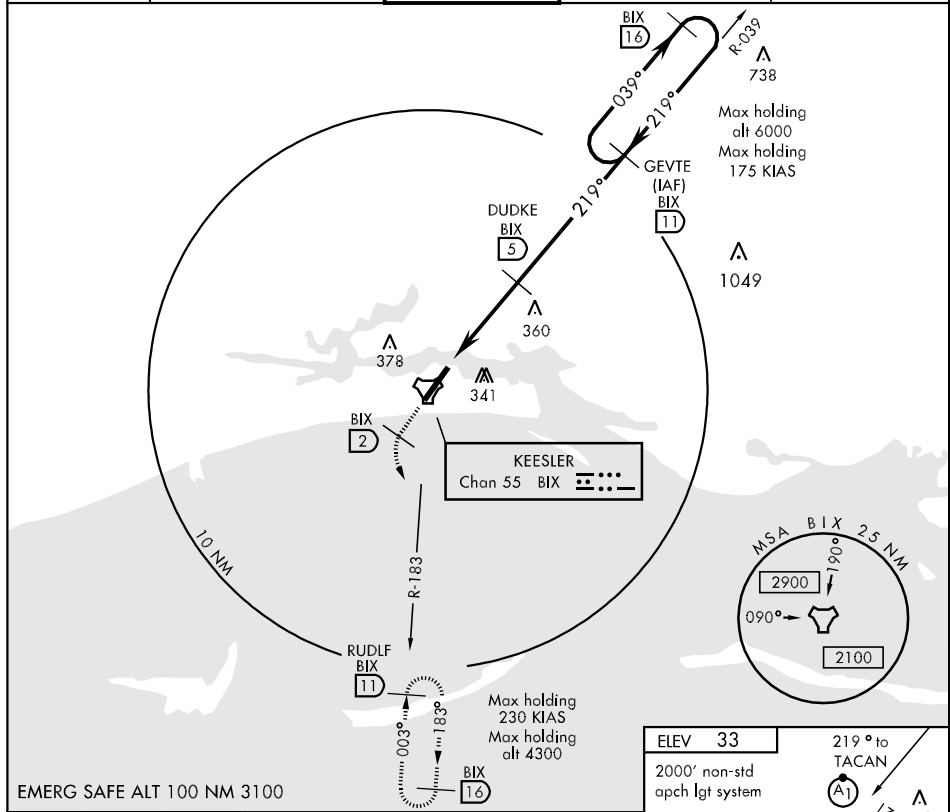
Amdt 6 10182

TACAN RWY 3

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

TACAN BIX Chan 55	APCH CRS 219°	Rwy Idg 6630 THRE 17 Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)
▽ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1¼ miles.			ALSF-1 	MISSED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.
ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8



VORTAC GPT 109.0 Chan 27	APCH CRS 088°	Rwy Idg N/A TDZE N/A Arpt Elev 33
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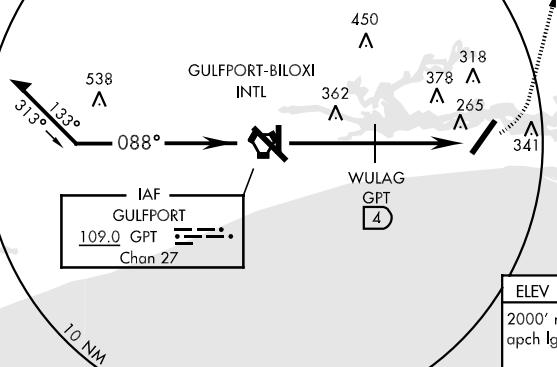
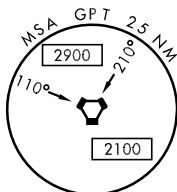
AL-49 [USAF]

KEESLER AFB (KBIX)

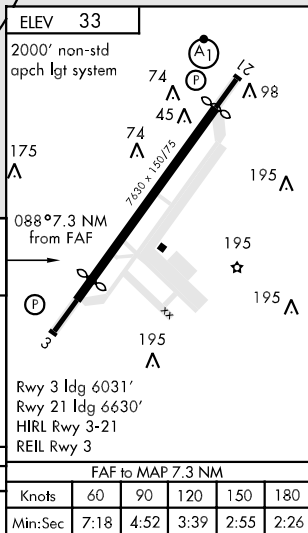
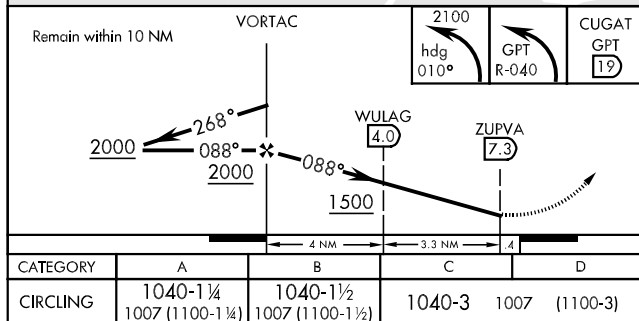


MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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EMERG SAFE ALT 100 NM 3100



VORTAC GPT 109.0 Chan 27	APCH CRS 264°	Rwy Idg N/A TDZE N/A Arpt Elev 33
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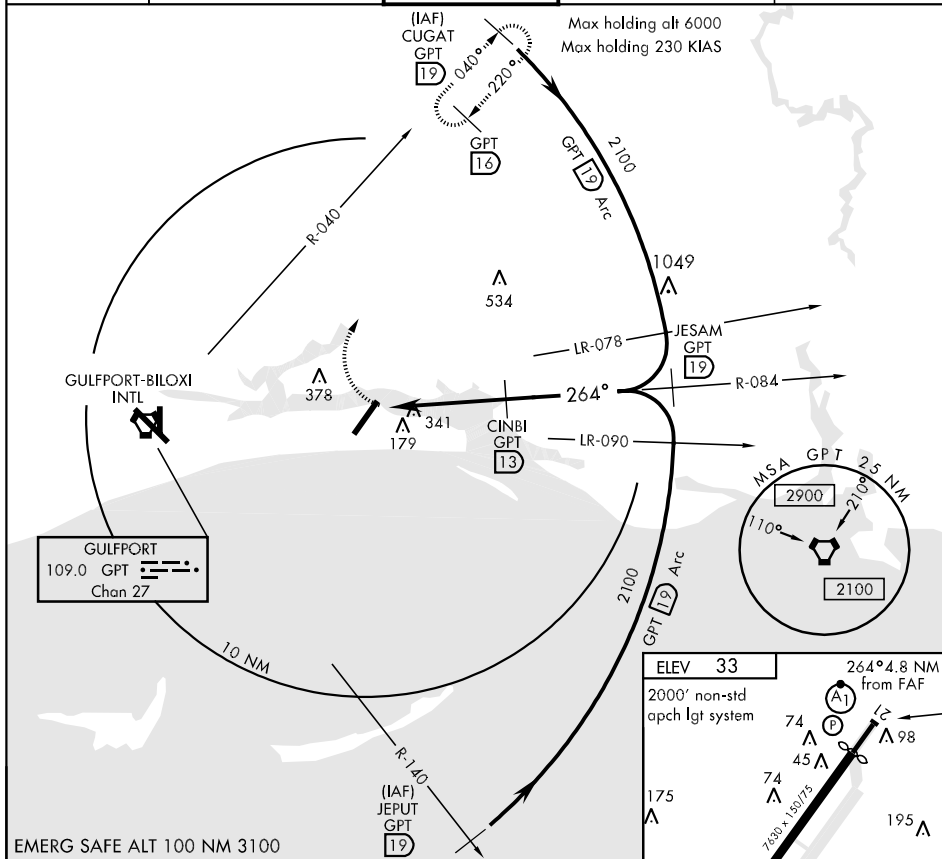
AL-49 [USAF]


KEESLER AFB (KBIX)

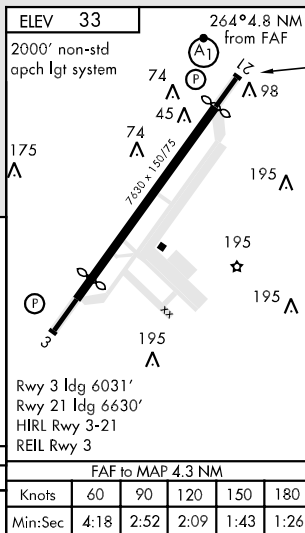


MISSED APPROACH: Turn right heading 010° to 2100 intercept GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>2100</p>  <p>hdg 010°</p> </div> <div style="text-align: center;"> <p>GPT R-040</p> </div> <div style="text-align: center;"> <p>CUGAT GPT 19</p> </div> </div>				
CATEGORY	A	B	C	D
CIRCLING	660-1 627 (700-1)	700-1 667 (700-1)	700-1½ 667 (700-1¾)	740-2¼ 707 (800-2½)



BELZONI MUNI (1M2) 3 SW UTC-6(-5DT) N33°08.71' W90°30.92'

MEMPHIS

110 B TPA-1210(1100) NOTAM FILE GWO

L-18G

RWY 03-21: H3000X50 (ASPH) S-24 MIRL

RWY 03: P-line.

RWY 21: Twr.

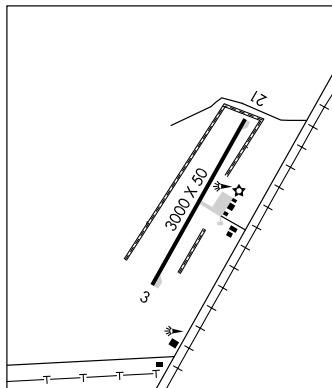
AIRPORT REMARKS: Unattended. Arpt CLOSED at ngt. Rwy 21 has 4' ditch 130' from thld. MIRL Rwy 03-21 Preset low ints; higher ints ACTIVATE-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 209° 22.5 NM to fld. 125/03E.



BIGBEE N33°29.13' W88°30.82' NOTAM FILE GWO.

MEMPHIS

(L) **VORTACW** 116.2 IGB Chan 109 238° 4.4 NM to Golden Triangle Rgnl. 240/04E. **HIWAS.**

H-6J, L-18G

VOR portion unusable: 200°-260° blo 5000'.

RCD 123.65 (GREENWOOD RADIO)

BOONEVILLE/BALDWIN (8M1) 6 SW UTC-6(-5DT) N34°35.51' W88°38.91'

MEMPHIS

384 B **FUEL** 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 15-33: H5000X75 (ASPH-GRVD) S-20 MIRL

IAP

RWY 15: REIL. Trees.

RWY 33: REIL. Trees.

AIRPORT REMARKS: Attended 1300-2000Z±. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33-CTAF.

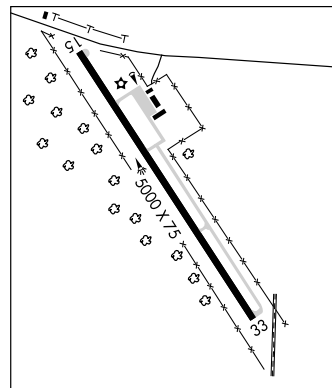
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TUP.

TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43'

W88°47.84' 015° 23.2 NM to fld. 360/04E.



BRENZ N32°24.78' W90°15.68' NOTAM FILE HKS.

MEMPHIS

NDB (MHW/LOM) 260 JH 157° 5.1 NM to Hawkins Fld. NDB unmonitored 0300-1300Z±.

L-18G

APP CRS
147°

Rwy Idg **5000**
TDZE **384**
Apt Elev **384**

RNAV (GPS) RWY 15

BOONEVILLE/BALDWIN (8M1)

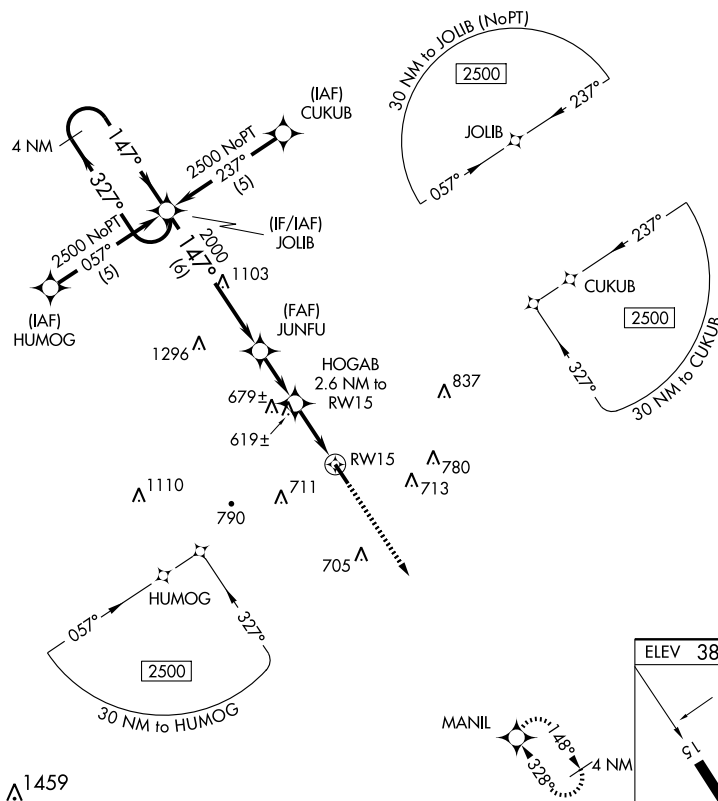
▼ **▲** NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct MANIL and hold.

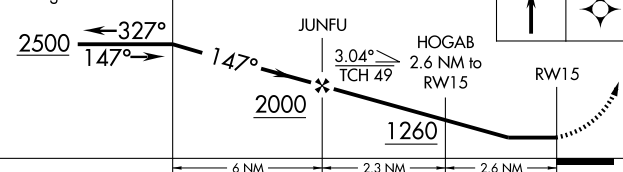
CORINTH AWOS-3
118.675

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) 0



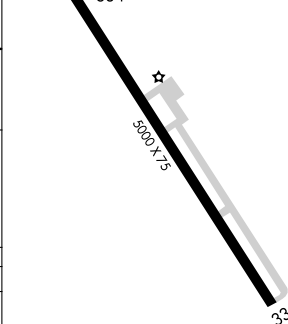
4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	920-1 536 (600-1)	920-1½ 536 (600-1½)	920-1¾ 536 (600-1¾)	920-2 536 (600-2)
CIRCLING	940-1 556 (600-1)	960-1½ 576 (600-1½)	1120-2¼ 736 (800-2¼)	

ELEV 384

147° to RW15
TDZE 384



MIRL Rwy 15-33 0
REIL Rwy 15 and 33

APP CRS
328°

Rwy Idg	5000
TDZE	384
Apt Elev	384

RNAV (GPS) RWY 33

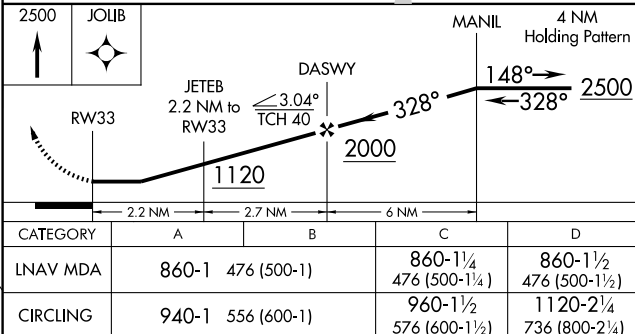
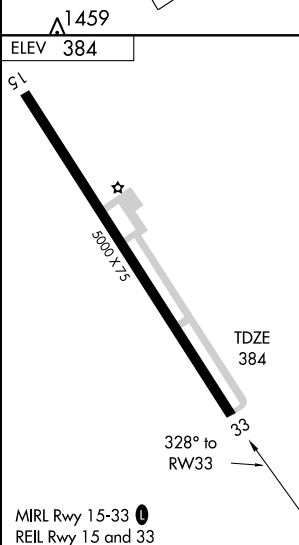
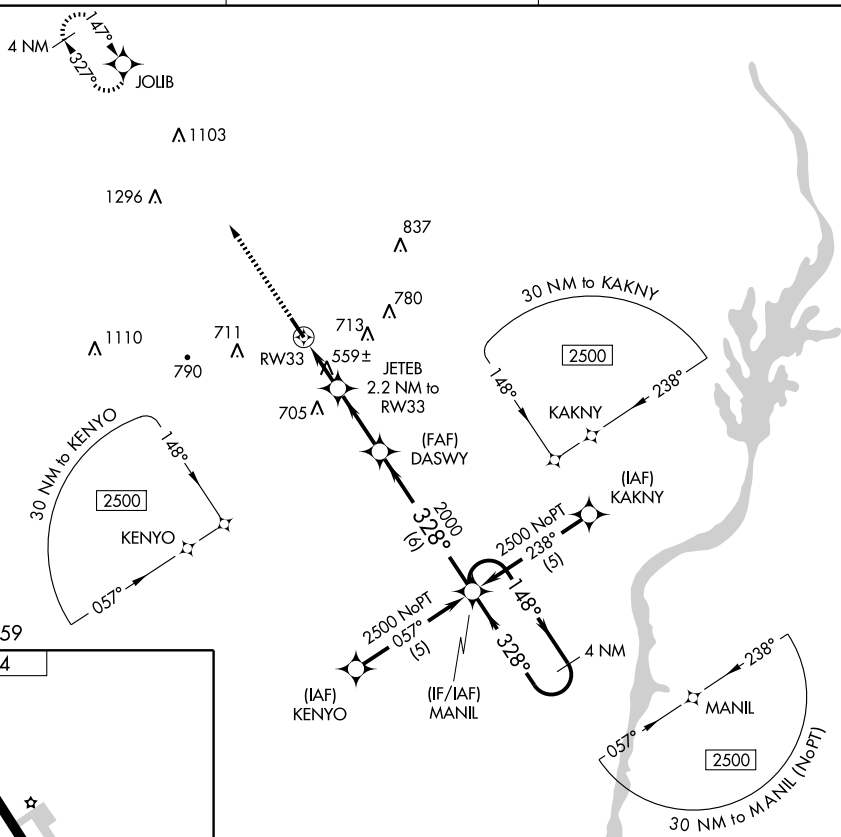
BOONEVILLE/BALDWYN (8M1)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and Circling Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2500 direct JOLIB and hold.

CORINTH AWOS-3
118.675

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) **L**

BOONEVILLE/BALDWIN, MISSISSIPPI

Orig 23SEP10

34°36'N - 88°39'W

BOONEVILLE/BALDWIN (8M1)

RNAV (GPS) RWY 33

SC-4, 23 SEP 2010 to 21 OCT 2010

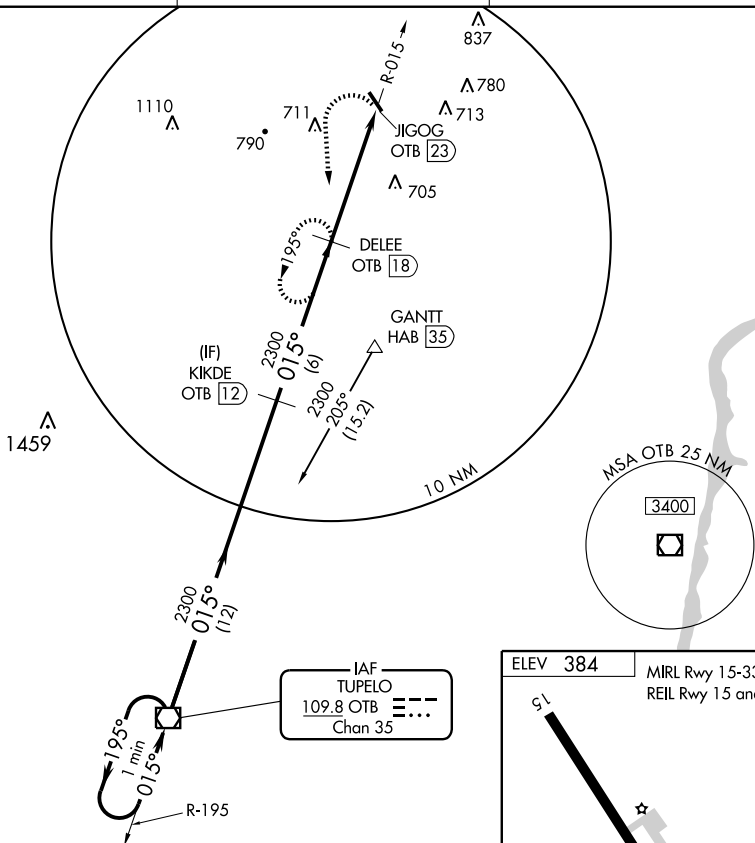
SC-4. 23 SEP 2010 to 21 OCT 2010

VOR/DME-A
BOONEVILLE/BALDWIN (8M1)

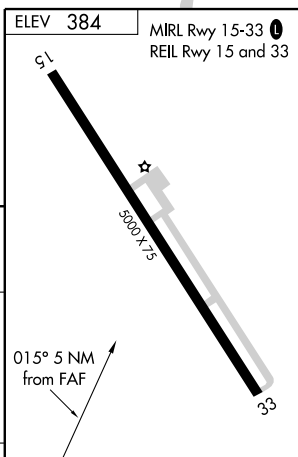
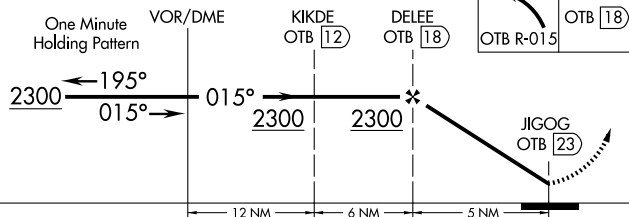
Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Cats C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2300 via OTB VOR/DME R-015 to DELEE/OTB 18 DME and hold.

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) **L**

SC-4. 23 SEP 2010 to 21 OCT 2010



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

BROOKHAVEN—LINCOLN CO (1R7) 3 NE UTC-6(-5DT) N31°36.35' W90°24.56'

NEW ORLEANS

489 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-22F

RWY 04-22: H5000X75 (ASPH) S-27 MIRL

IAP

RWY 04: PAPI(P2L)—GA 3.0° TCH 40'. Thld displcd 632'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 40'. Thld displcd 1000'. Trees.

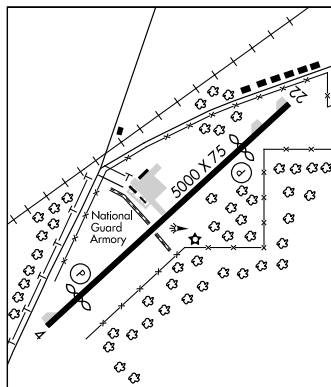
AIRPORT REMARKS: Attended Mon-Fri 1400-1800Z†. For attendant after hours call 601-918-3671. Fuel svc avbl 24 hrs with credit card. Tall trees on AER 22. For local wx call 601-833-3209. Wind indicator lgt opr dusk-dawn. ACTIVATE MIRL Rwy 4-22—CTAF.

PAPI Rwy 04 opr dusk-dawn. PAPI Rwy 22 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.125 (601) 833-3209.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 334° 19.6 NM to fld. 440/03E. HIWAS.

**BRUCE CAMPBELL FLD** (See MADISON)**BRYAN** N33°25.92' W88°51.02' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 281 STF at George M. Bryan. NDB unmonitored.

L-18G

CALEDONIA N33°38.49' W88°26.31' NOTAM FILE CBM.

MEMPHIS

(T) VORTAC 115.2 CBM Chan 99 at Columbus AFB. 250/OE. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†. Sun 1300-1500Z†.

L-18H

CALHOUN CO (See PITTSBORO)**C. A. MOORE** (See LEXINGTON)**CARTHAGE—LEAKE CO** (Ø9M) 2 N UTC-6(-5DT) N32°45.70' W89°31.82'

MEMPHIS

457 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 17-35: H3000X75 (ASPH) S-20 MIRL

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. For fuel call 601-267-7717. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 060° 35.7 NM to fld. 360/05E.

CHARLESTON MUNI (Ø9M) 2 S UTC-6(-5DT) N33°59.48' W90°04.71'

MEMPHIS

175 B NOTAM FILE GWO

L-18G

RWY 18-36: H3000X50 (ASPH) S-18 MIRL

RWY 18: Trees. RWY 36: Poles.

AIRPORT REMARKS: Unattended. Public phone avbl 662-647-9484.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 014° 33.1 NM to fld. 125/03E.

CLARKE CO (See QUITMAN)

APP CRS
225°

Rwy Idg	4000
TDZE	487
Apt Elev	489

RNAV (GPS) RWY 22

BROOKHAVEN-LINCOLN COUNTY (1R7)



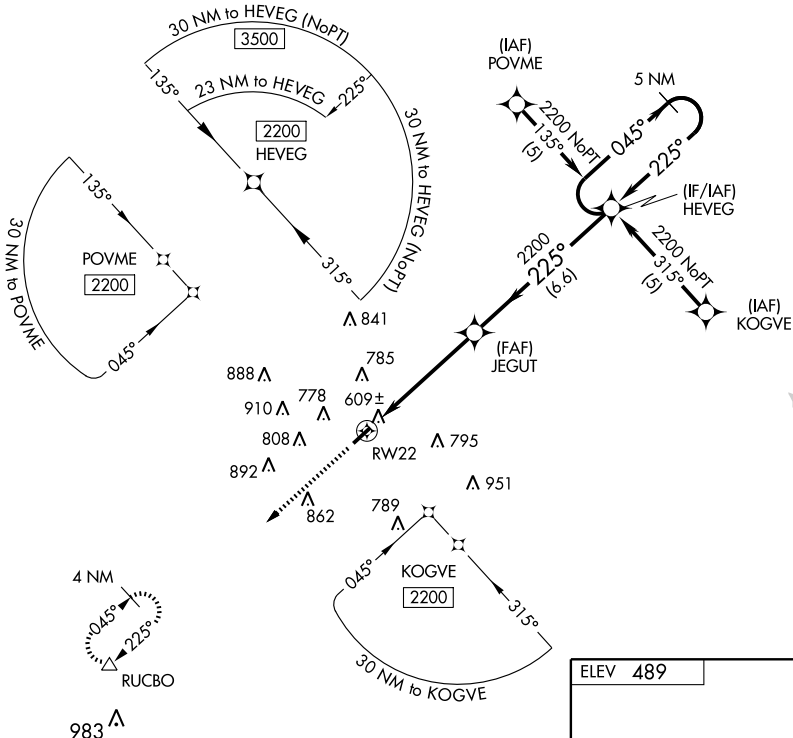
A NA

DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

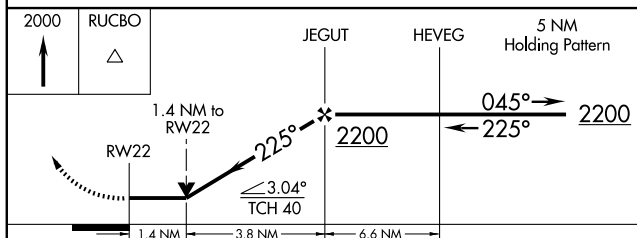
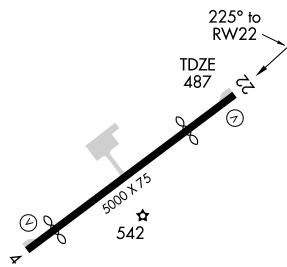
MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3
118.125

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) **L**

ELEV 489



CATEGORY	A	B	C	D
LNAV MDA	960-1	473 (500-1)	960-1¼ 473 (500-1¼)	NA
CIRCLING	960-1 471 (500-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

MIRL Rwy 4-22 **L**

VORTAC MCB 116.7 Chan 114	APP CRS 334°	Rwy Idg TDZE Apt Elev	N/A N/A 489
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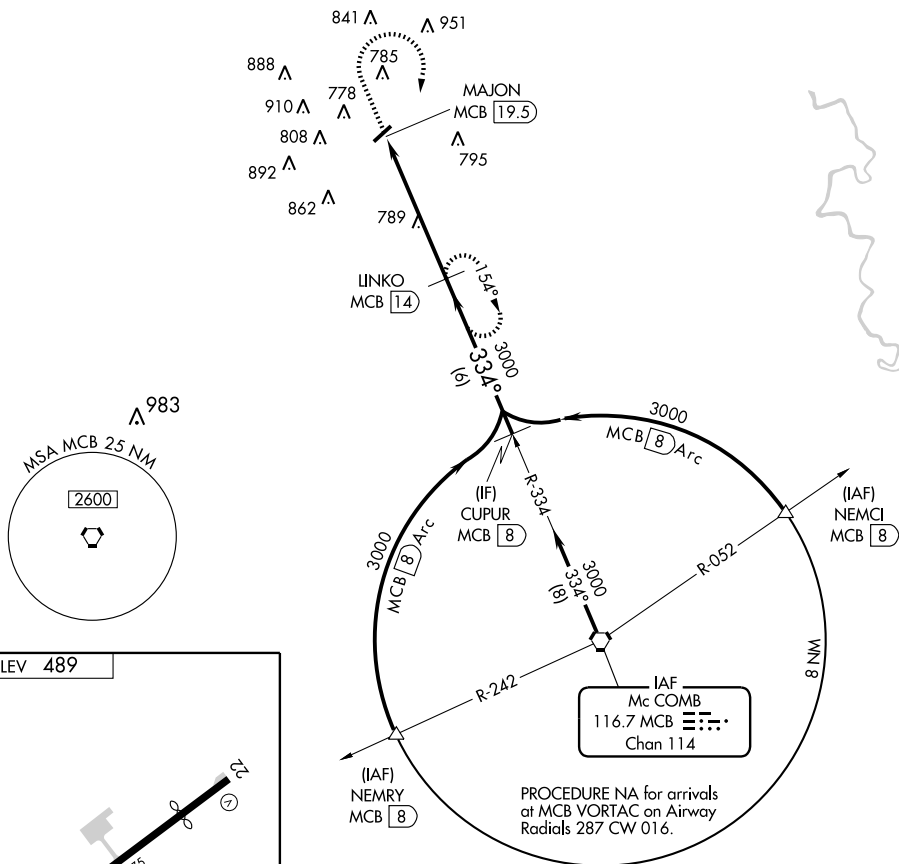

VOR/DME-A
BROOKHAVEN-LINCOLN COUNTY (1R7)

NA Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

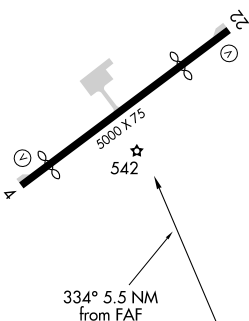
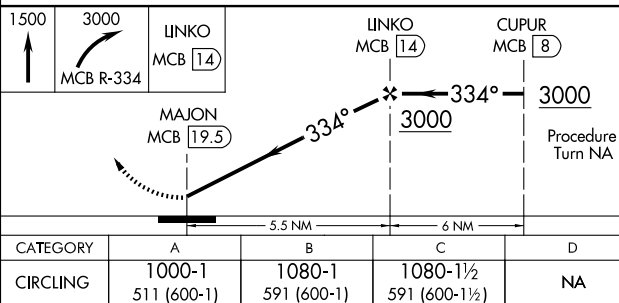
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

AWOS-3
118.125

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) 

ELEV 489

MIRL Rwy 4-22 **L**

BROOKHAVEN, MISSISSIPPI

Amdt 9 10210

BROOKHAVEN-LINCOLN COUNTY (1R7)

VOR/DME-A

31°36'N - 90°25'W

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

CLARKSDALE**FLETCHER FLD** (CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 27. Trees.

AIRPORT REMARKS: Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef.

ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (662) 624-9777. OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

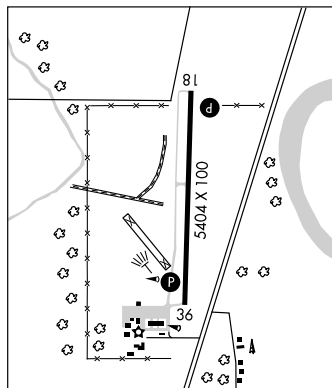
MARVELL (L) VOR/DME 109.6 UJM Chan 33 N34°34.50'

W90°40.46' 153° 18.3 NM to fld. 241/1E.

MEMPHIS

H-6J, L-18G

IAP

**CLEVELAND MUNI** (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z, Sun 1900-2300Z. Heavy concentration of student activity on and invof arpt—please check fld. PAEW invof Rwy 17-35 and twy indef. Rwy 17-35 thld lgts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (662) 843-3021.**COMMUNICATIONS:** CTAF/UNICOM 122.725**MEMPHIS CENTER APP/DEP CON** 135.875**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41'

W90°58.98' 034° 18.2 NM to fld. 130/04E.

RENOVA NDB (MHW) 272 RNV N33°48.42' W90°45.76'

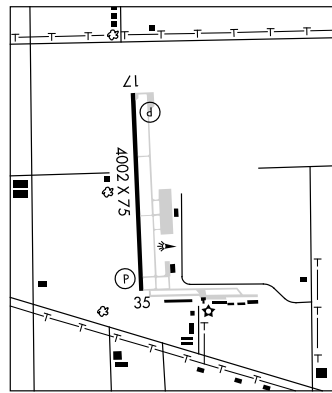
171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.

MEMPHIS

L-18F

IAP



APP CRS **181°**
Rwy Idg **5404**
TDZE **173**
Apt Elev **173**

RNAV (GPS) RWY 18

CLARKSDALE/FLETCHER FIELD (CKM)

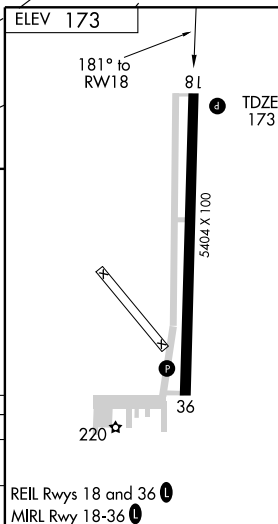
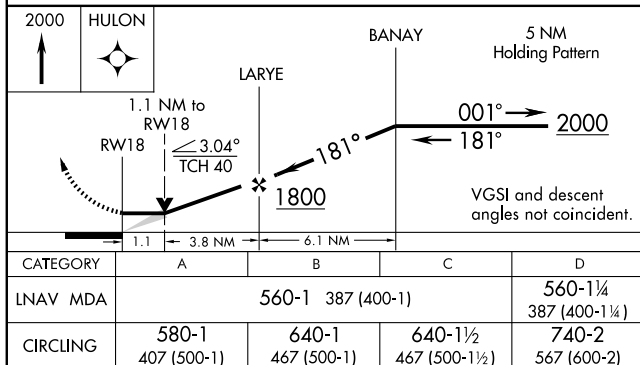
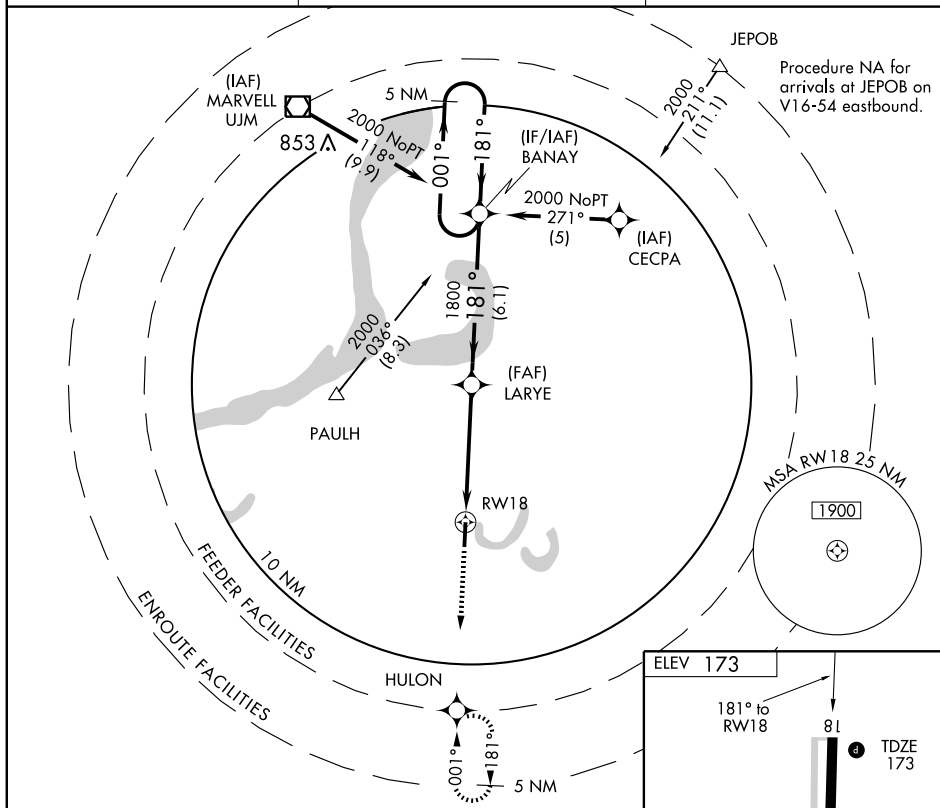
V If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.
NA

MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3
120.675

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF) 0



APP CRS
001°

Rwy Idg **5404**
TDZE **173**
Apt Elev **173**

RNAV (GPS) RWY 36

CLARKSDALE/FLETCHER FIELD (CKM)

▽ If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

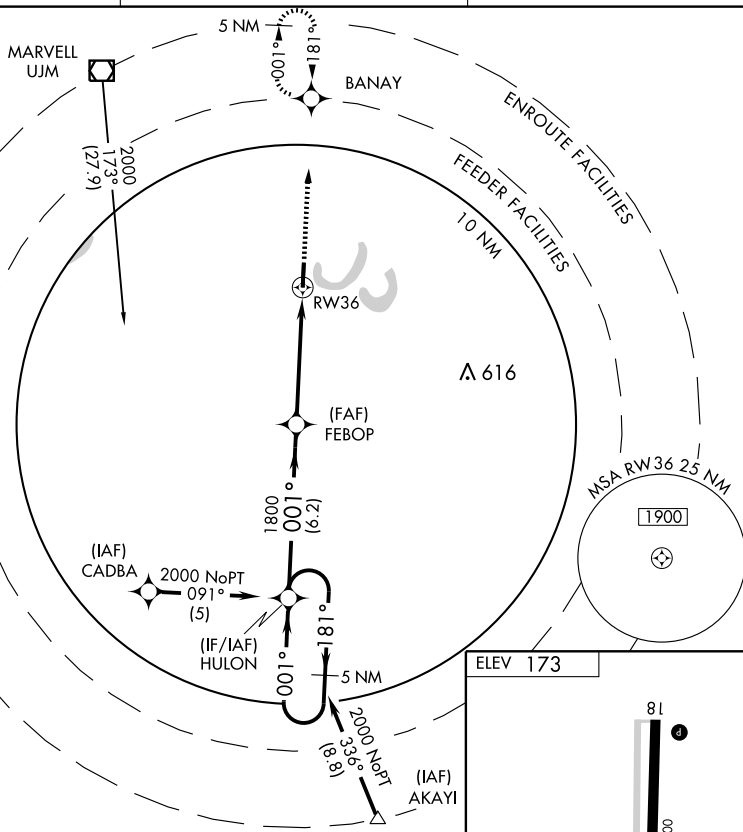
△ NA

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3
120.675

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF) 0



ELEV 173

5 NM
Holding Pattern

2000 ← 181°
001° →

VGSI and descent
angles not coincident.

HULON

FEBOP

2000

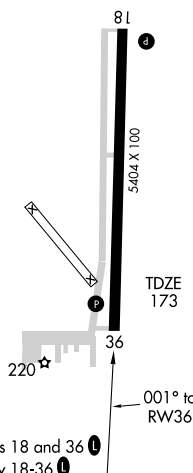
BANAY

1.1 NM to
RW36

3.04°
TCH 45

1800

6.2 NM 3.8 NM 1.1



CATEGORY	A	B	C	D
RNAV MDA	540-1	367 (400-1)	540-1½ 367 (400-1½)	
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwy 18 and 36 0
MRL Rwy 18-36 0

VORTAC UJM APP CRS **5404**
109.6 TDZE **173**
 Chan **33** Apt Elev **173**

VOR/DME RWY 18

CLARKSDALE/FLETCHER FIELD (CKM)

▼ If local altimeter setting not received, use Tunica
 ▲ NA altimeter setting and increase all MDAs 60 feet.

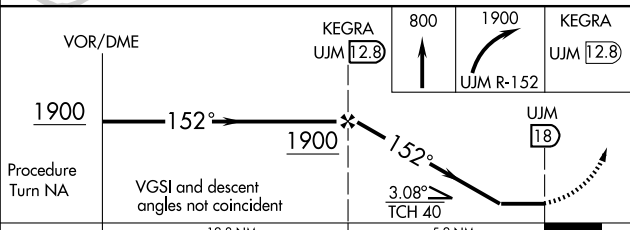
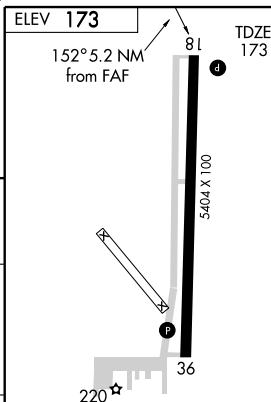
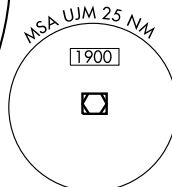
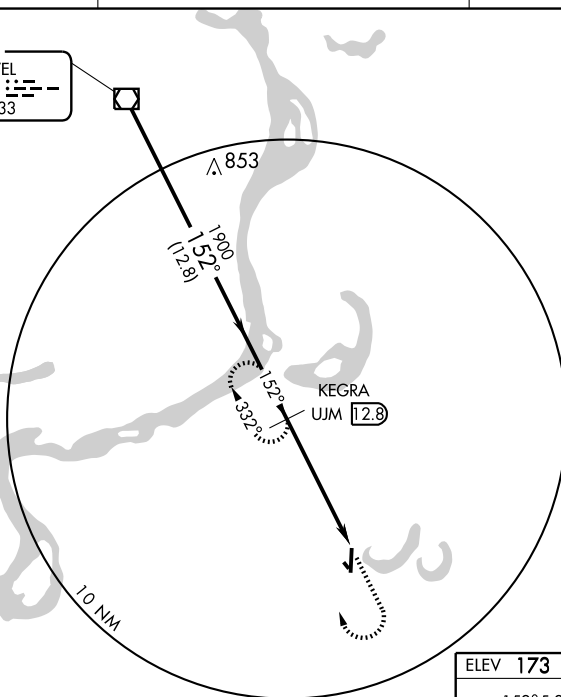
MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

AWOS-3
120.675

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF) **0**

IAF
 MARVEL
 109.6 UJM ---
 Chan 33



CATEGORY	A	B	C	D
S-18	560-1	387 (400-1)	560-1¼ 387 (400-1¼)	560-1½ 387 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwy 18 and 36 0					
MIRL Rwy 18-36 0					
Knots	60	90	120	150	180
Min:Sec					

CLARKSDALE**FLETCHER FLD** (CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 27. Trees.

AIRPORT REMARKS: Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef.

ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (662) 624-9777. OTS indef.

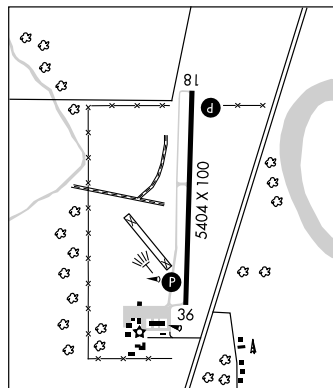
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3

RADIO AIDS TO NAVIGATION: NOTAM FILE JBR.

MARVELL (L) VOR/DME 109.6 UJM Chan 33 N34°34.50'

W90°40.46' 153° 18.3 NM to fld. 241/1E.



MEMPHIS
H-6J, L-18G
IAP

CLEVELAND MUNI (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z†, Sun 1900-2300Z†. Heavy concentration of student activity on and invof arpt—please check fld. PAEW invof Rwy 17-35 and twy indef. Rwy 17-35 thld lgts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. **ACTIVATE MIRL Rwy 17-35—CTAF.**

WEATHER DATA SOURCES: AWOS-3 124.175 (662) 843-3021.

COMMUNICATIONS: CTAF/UNICOM 122.725

MEMPHIS CENTER APP/DEP CON 135.875

RADIO AIDS TO NAVIGATION: NOTAM FILE GLH.

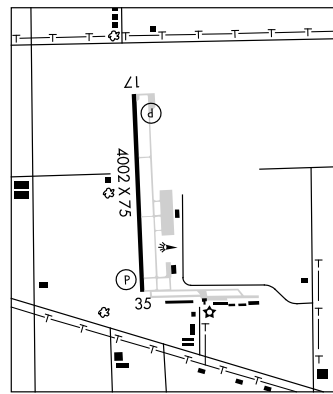
GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41'

W90°58.98' 034° 18.2 NM to fld. 130/04E.

RENOVA NDB (MHW) 272 RNV N33°48.42' W90°45.76'

171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.



MEMPHIS
L-18F
IAP

APP CRS
359°

Rwy Idg **4002**
TDZE **140**
Apt Elev **140**

GPS RWY 35

CLEVELAND MUNI (RNV)



NA

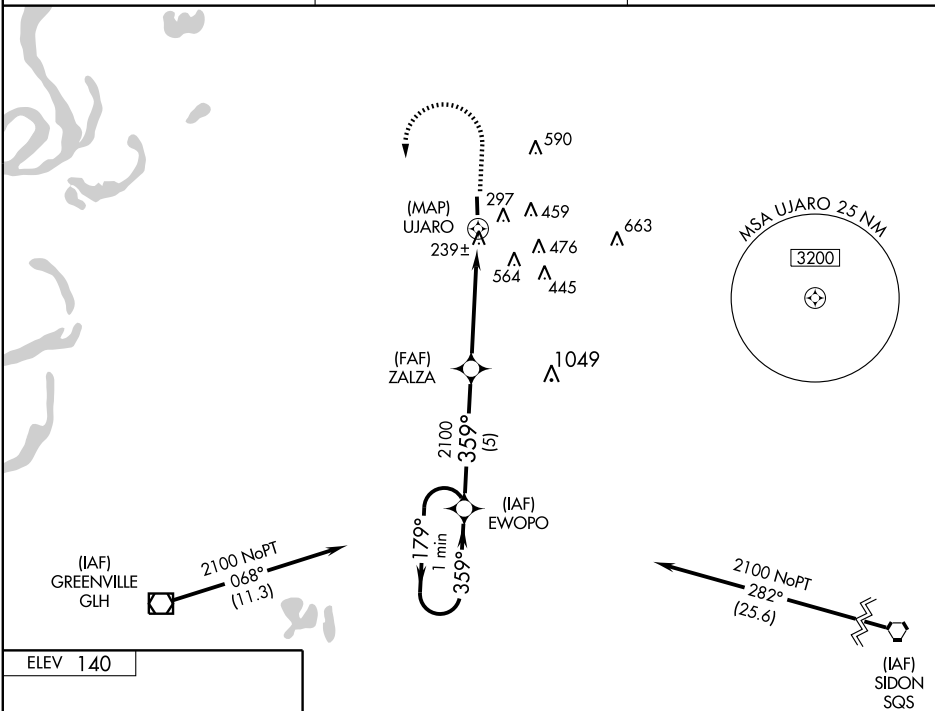
When local altimeter setting not received,
use Greenwood altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to
2100 direct EWOPO WP and hold.

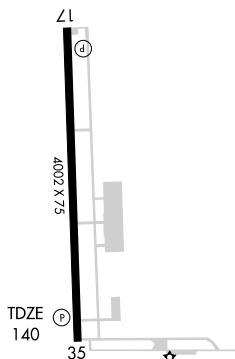
AWOS-3
124.175

MEMPHIS CENTER
135.875 269.35

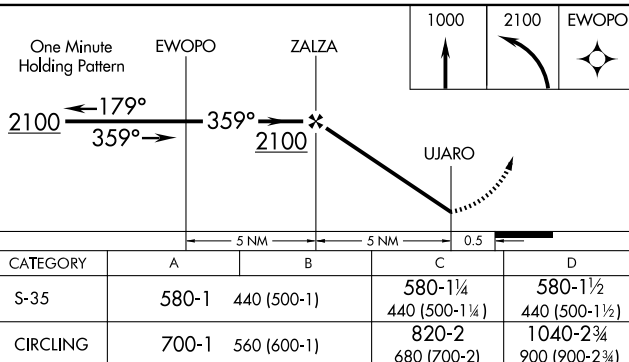
UNICOM
122.725 (CTAF)



ELEV **140**



MIRL Rwy 17-35



NDB RNV 272	APP CRS 171°	Rwy Idg TDZE Apt Elev	4002 140 140
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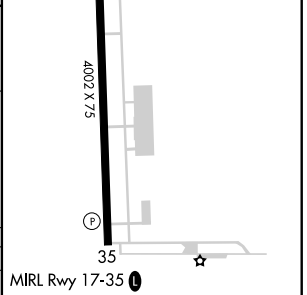
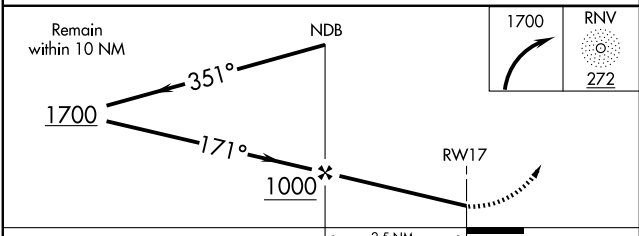
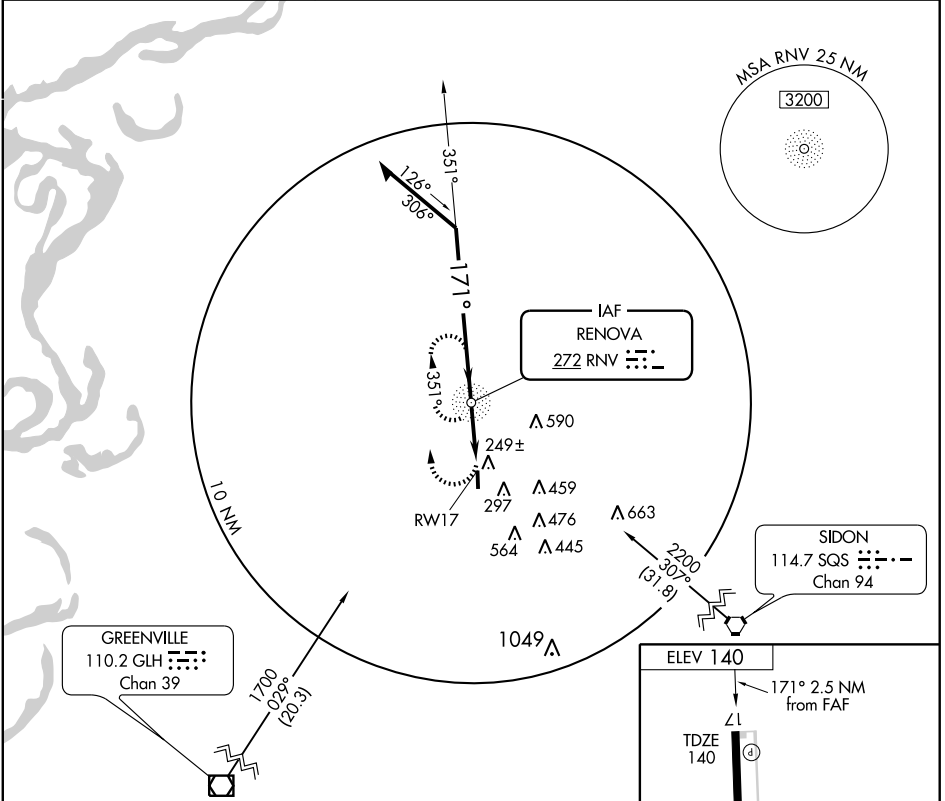
NDB or GPS RWY 17

CLEVELAND MUNI (RNV)

▼
▲ NA Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

AWOS-3 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 1
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CATEGORY	A	B	C	D
S-17	760-1 620 (700-1)	760-1 620 (700-1)	760-1 620 (700-1)	760-2 620 (700-2)
CIRCLING	760-1 620 (700-1)	860-2 720 (800-2)	1040-3 900 (900-3)	

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

COLUMBIA-MARION CO (ØRØ) 3 N UTC-6(-5DT) N31°17.82' W89°48.77'

265 B S4 FUEL 100LL NOTAM FILE GWO

RWY 05-23: H4460X70 (ASPH) S-30 MIRL 0.5% up NE

RWY 05: Trees. **RWY 23:** REIL. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun on call.

For attendant after hrs call 601-517-4042. Fuel svc avbl 24 hrs
with credit card. Rwy 23 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

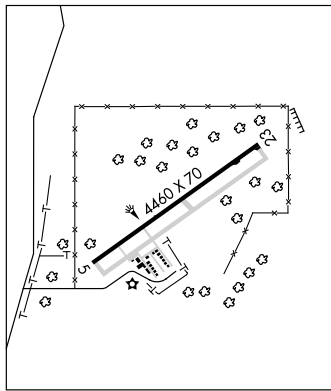
EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 249° 25.5 NM to fld. 290/05E.

NEW ORLEANS

L-21B, 22F

IAP



APP CRS
234°

Rwy ldg **4460**
TDZE **265**
Apt Elev **265**

RNAV (GPS) RWY 23

COLUMBIA-MARION COUNTY (ØRØ)

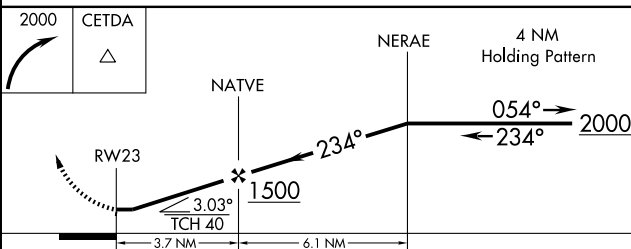
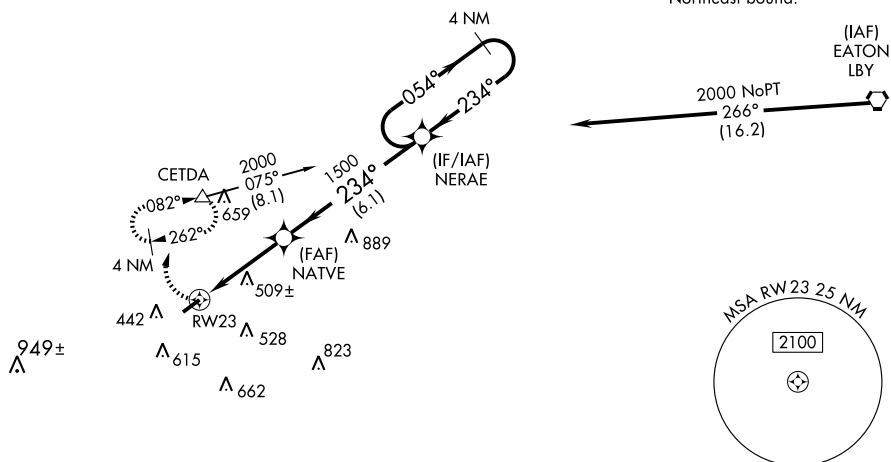
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

HATTIESBURG-LAUREL AWOS-3
128.325

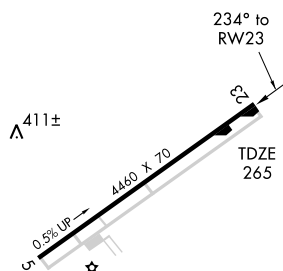
HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) Ø



CATEGORY	A	B	C	D
LNVA MDA	840-1 575 (600-1)	840-1½ 575 (600-1½)	840-1¾ 575 (600-1¾)	840-2 575 (600-2)
CIRCLING	840-1 575 (600-1)	840-1½ 575 (600-1½)	840-1¾ 575 (600-1¾)	840-2 575 (600-2)

ELEV 265



REIL Rwy 23
MIRL Rwy 5-23 Ø

AIRPORT DIAGRAM

AFD-91 [USAF]

COLUMBUS AFB (KCBM)

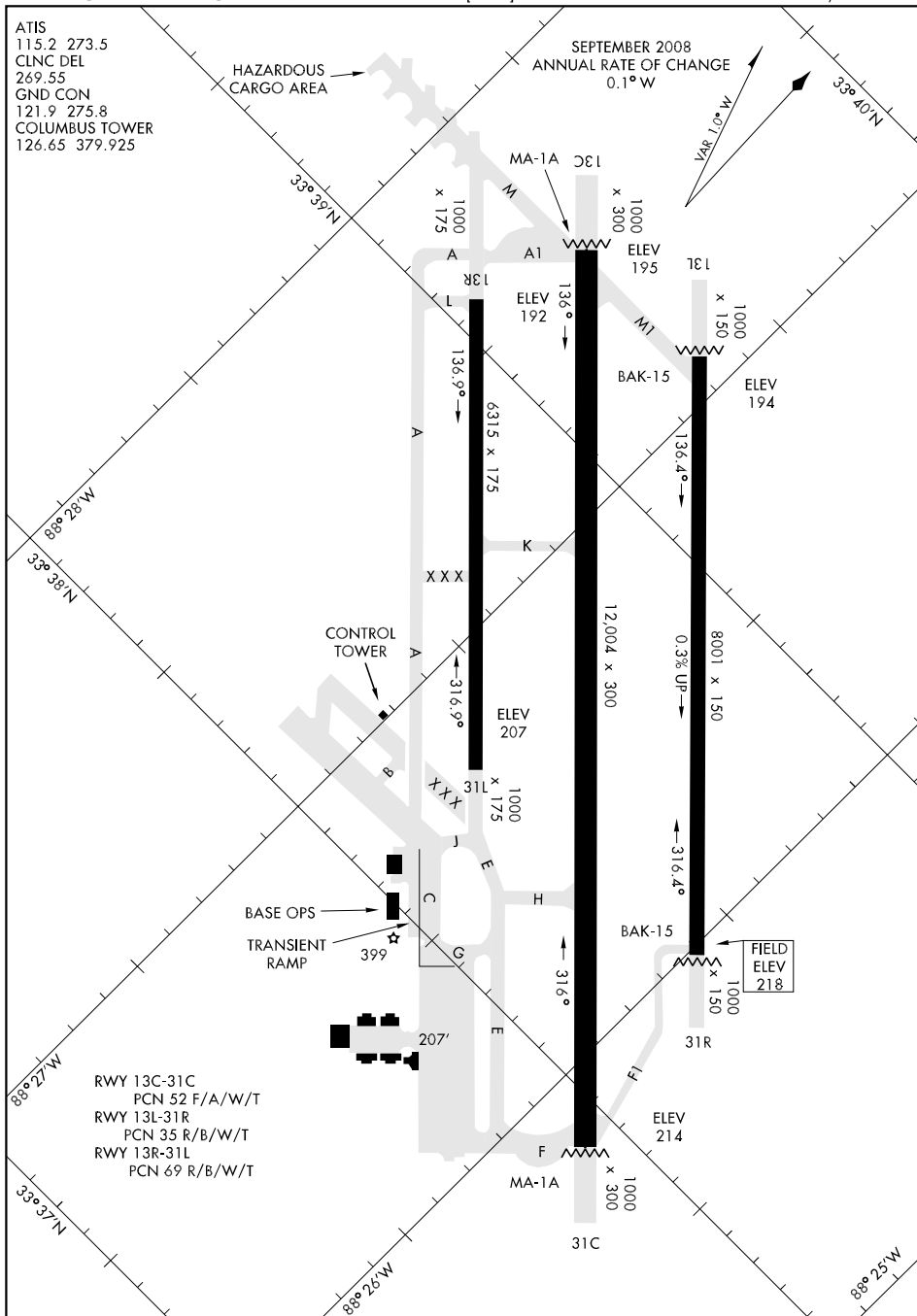
COLUMBUS, MISSISSIPPI

ATIS
115.2 273.5
CLNC DEL
269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925

HAZARDOUS
CARGO AREA

SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W

SC-4, 23 SEP 2010 to 21 OCT 2010



SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WGS-84 DATUM

COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)

COLUMBUS AFB (CBM)(KCBM) AF 9 N UTC-6(-5DT) N33°38.71' W88°26.76'

MEMPHIS

219 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE CBM Not insp.

H-6J, L-18H

RWY 13C-31C: H12004X300 (ASPH-CONC) PCN 52 F/A/W/T HIRL

DIAP, AD

RWY 13C: ALSF1. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31C: ALSF1. PAPI(P2L)—GA 3.0° TCH 48'.

RWY 13L-31R: H8001X150 (ASPH-CONC) PCN 35 R/B/W/T HIRL

RWY 13L: PAPI(P2L)—GA 3.5°.

RWY 31R: PAPI(P2L)—GA 3.5°.

RWY 13R-31L: H6315X175 (CONC-GRVD) PCN 69 R/B/W/T MIRL

RWY 13R: PAPI(P2L).

RWY 31L: PAPI(P2L).

ARRESTING GEAR/SYSTEM

RWY 13C MA-1A CHAG (101' OVRN)

MA-1A CHAG (103' RWY 31C

RWY 13L BAK-15 CHAG (120' OVRN)

MA-1A CHAG (120' OVRN) RWY 31C

MILITARY SERVICE: A-GEAR MA-1A continue raised position on dep end of center rwy, down and disconnected on apch end. **JASU** 1(MD-3) 2(A/M32A-86) 3(MA-1A) **FUEL** J8 **FLUID** LPOX LOX **OIL** O-148-156; SOAP—results avbl Mon-Fri. **TRAN ALERT** Limited fleet svc avbl.

MILITARY REMARKS: Tran opr weekdays 1300-0100Z†, Sun 1800-2300Z†, CLOSED holidays. See FLIP AP/1

Supplementary Arpt Remarks. **RSTD** PPR, ctc Base OPS DSN 742-2998, C662-434-2998/2861 PPR ltd during student training. Overhead apch not authorized during student training opr. All tran aircrews check in with Base OPS. Expect radar vector for full stop ldg during student training. Altitude restricted for VMC dep acft. PPR, only 4 acft per hr during student training. **CAUTION** Uncontrolled vehicle t/c on twy and ramps. Do not mistake parallel twy to Rwy 13R-31L for rwy. Rwy 13R-31L additional markings for base assign T-38 emergency lndg only. Rwy 13R overrun 1000' full strength pavement, Rwy 31L overrun 1635' full strength pavement. Exercise caution braking when wet, ponding conditions exist. Braking action less than expected, reduced rwy skid resistance and high potential for hydroplaning all rwys when wet. T-1 Ramp E of control twr is located in Rwy 31L clear zone. Acft within Rwy Supervisory Unit (RSU) practice area are not Class C participants. RSU practice areas are defined in FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead 1700(1481), Rectangular 1200(981), Helicopter 700(481). **NS ABTMT** Quiet hr daily 0400-1200Z†. **MISC** Call Base OPS to determine available tran parking space and status of student training on weekend. Base OPS DSN 742-2861/2998, C662-434-2998/2861. Limited hangar space avbl Apr-Dec. First 3500' Rwy 13C and first 3525' Rwy 31C is grooved concrete, middle 4975' is asphalt. First 1000' Rwy 13L-31R is concrete, mid 6000' is asphalt. Augmented wx observation view limited, restricted from 140°-320° by flightline facilities and trees. Standard USAF RSRs applied. ATC personnel in accordance with the cooperative wx watch will alert wx personnel on any unreported wx condition that could affect flt safety. Auto AN/FMQ-19 ASOS in use located near GS Rwy 13C-31C. Augmented/backed up AN/FMQ-19 ASOS in use when requested during opr hr and for resource protection. Opr hr may vary with local flying schedule. ASOS obsn avbl at DSN 742-1281.

COMMUNICATIONS: ATIS 115.2 273.5 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)

PTD 142.3 376.0

(R) APP CON 126.075 239.25 (310°-090°) 132.025 291.65 (090°-165°) 135.6 323.275 (165°-310°) (133.25 307.8 Arr) 121.075 134.55

TOWER 126.65 379.925 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)

GND CON 121.9 275.8 **CLNC DEL** 269.55

(R) DEP CON 132.025 135.6 291.65 323.275 **PMSV METRO** 354.6 (Full svc weekdays 1000-0100Z†; Sun 1400-2300Z†, C800-982-4257 Option 6; no service other times, and hol. Opr hr may vary with local flying schedule. Remote briefing svc avbl Barksdale AFB from 26 OWS DSN 331-2651/2/3, C318-529-2651/2/3. ASOS obsn avbl at DSN 742-1281.) **SOF** 252.1

AIRSPACE: CLASS C svc Mon-Fri 1300-0100Z†, Sat, Sun and holidays 1600-2300Z†, other times CLASS G. Class E airspace 700' AGL and above.

RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' at fld. 250/OE. Monitored

RWY 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†, Sun 1300-1500Z†.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 016° 10.1 NM to fld. 240/4E. **HIWAS.**

ILS 109.3 I-CBM Rwy 13C. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z† Sun 1200-1400Z†.

ILS 108.7 I-TBB Rwy 31C.

COLUMBUS TWO DEPARTURE

SHL-91 [USAF]

COLUMBUS AFB (KCBM)

COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5
CLNC DEL
126.25 269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
COLUMBUS DEP CON
132.025 291.65

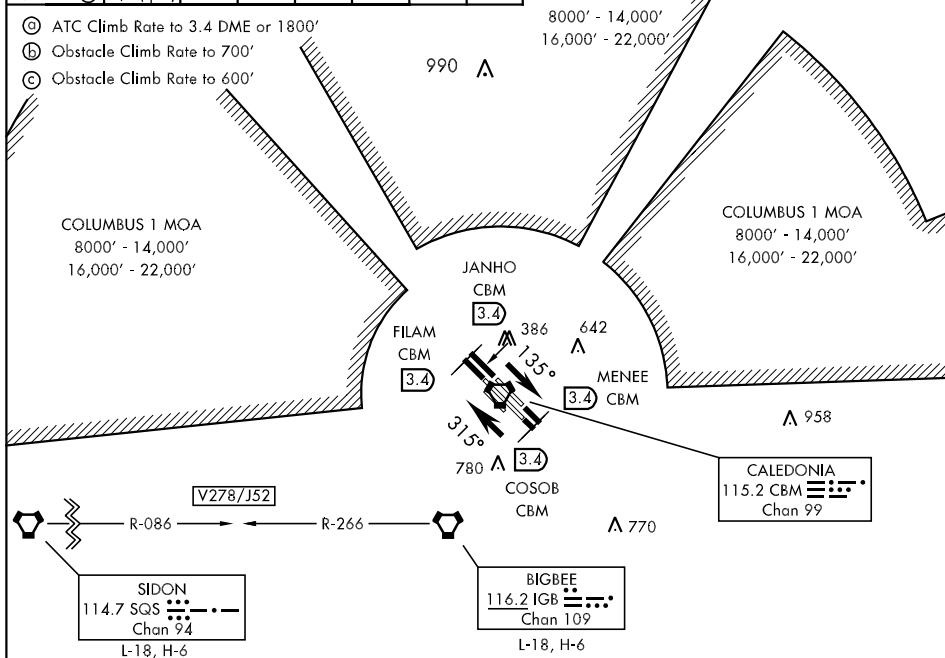
HOLLY SPRINGS
112.4 HLI
Chan 71

RADAR REQUIRED

HAMILTON
110.4 HAB
Chan 41
L-18

Rwy	Knots	60	120	180	240	300	360
13C/L (a)	V/V(fpm)	590	1180	1770	2360	2940	3530
31C/R (a)	V/V(fpm)	770	1530	2290	3050	3810	4570
13C (b)	V/V(fpm)	220	440	660	880	1100	1320
13L (b)	V/V(fpm)	240	480	720	960	1200	1440
31C (c)	V/V(fpm)	240	480	720	960	1200	1440
31R (c)	V/V(fpm)	260	520	780	1040	1300	1560

- (a) ATC Climb Rate to 3.4 DME or 1800'
(b) Obstacle Climb Rate to 700'
(c) Obstacle Climb Rate to 600'



DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110' into the overrun and 4' high.

TAKE-OFF RWY 13C: Climb on heading 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800', then via ATC instructions.

TAKE-OFF RWY 13L: Climb on heading 135° to intercept CBM R-132, direct MENE (CBM R-132/3.4 DME). Cross MENE at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31C: Climb on heading 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31R: Climb heading 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800', then via ATC instructions.

COLUMBUS TWO DEPARTURE

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

LOC I-TBB 108.7	APCH CRS 315°	Rwy ldg 31C 12,004 31R 8,001 THRE 31C 213 31R 213 Arpt Elev 218
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JAL-91 [USAF]

COLUMBUS AFB (KCBM)

- ▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT CDE vis to $1\frac{1}{4}$ miles.

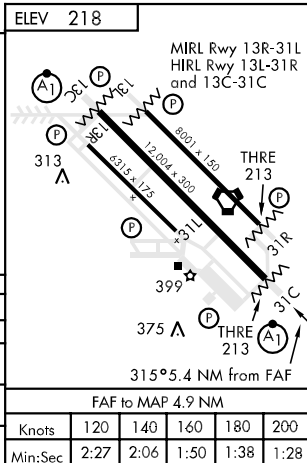
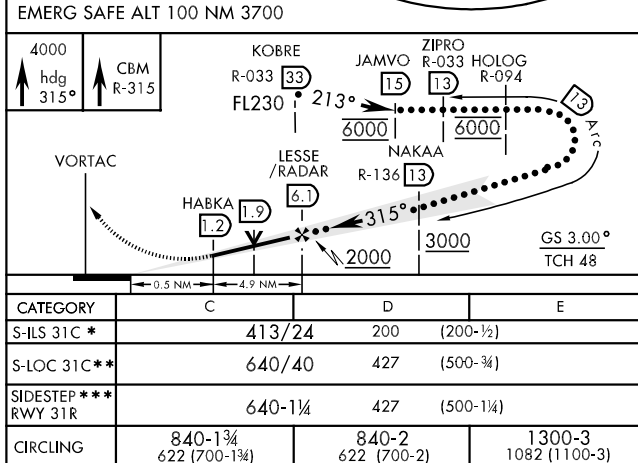
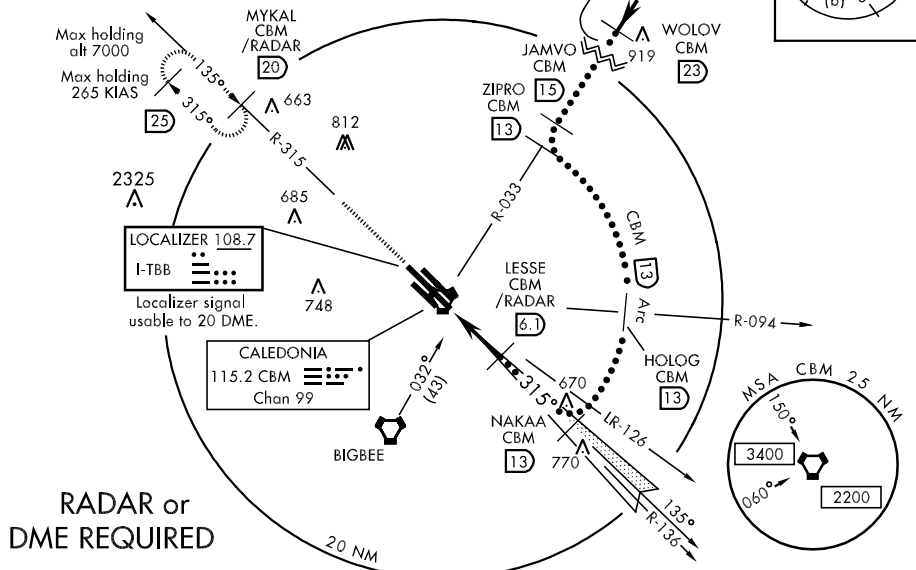
ALSF-1



MISSED APPROACH: Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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*** CAUTION: Runway centerlines separated by 1450 ft.



LOC I-CBM 109.3	APCH CRS 135°	Rwy Idg 12,004 TDZE 197 Arpt Elev 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

▼ **When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.

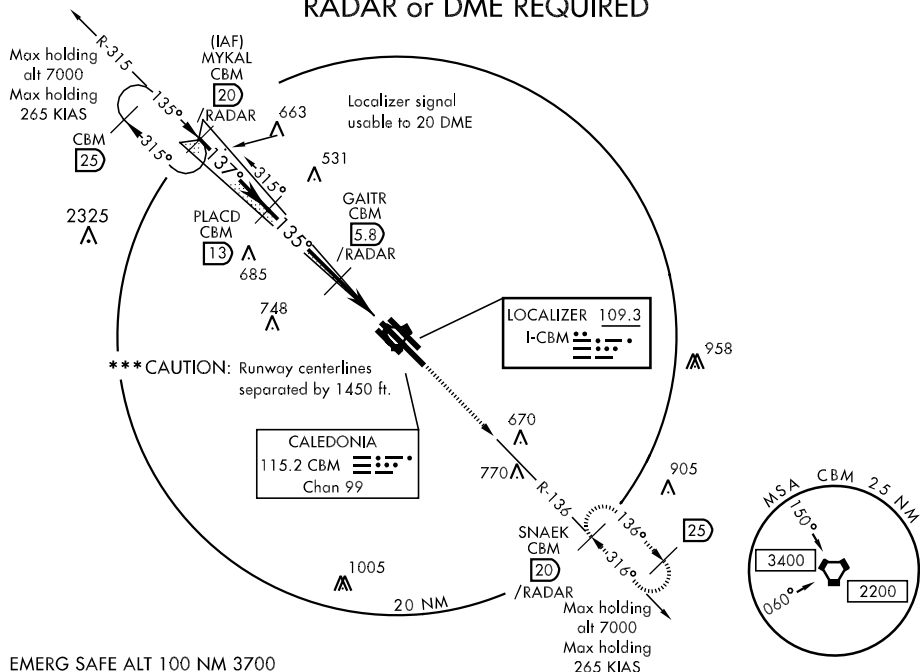
**When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to $1\frac{1}{2}$, CAT D vis to $1\frac{3}{4}$, and CAT E vis to 2 miles.



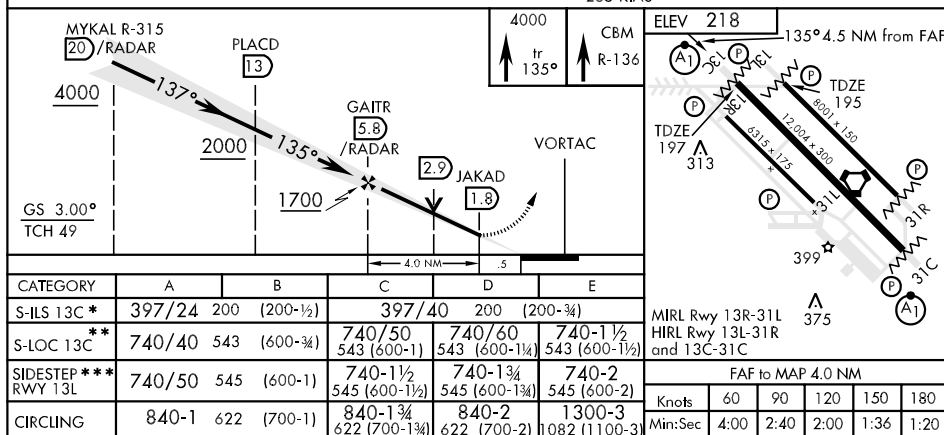
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3700



LOC I-TBB <u>108.7</u>	APCH CRS 315°	Rwy Idg 31C 12,004 31R 8,001 THRE 31C 213 31R 213 Arpt Elev 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

T*When ALS inop, incr CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile.

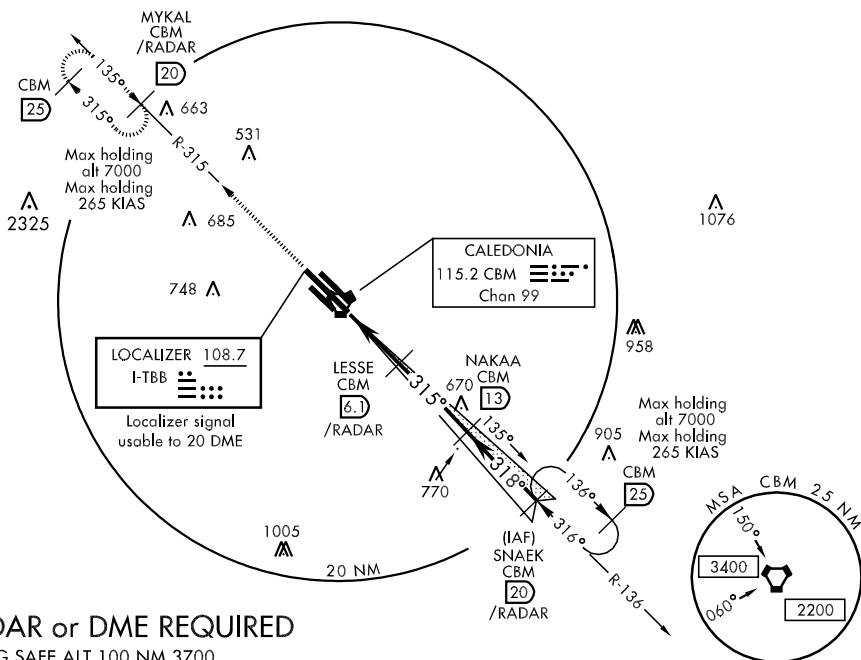
****** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

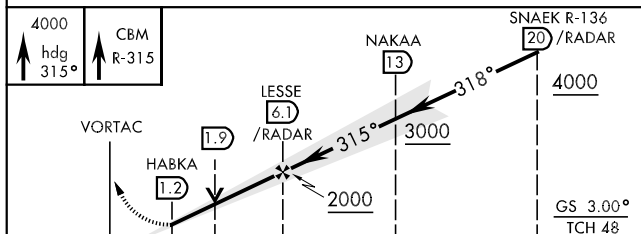
ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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*** CAUTION: Runway centerlines separated by 1450 ft.

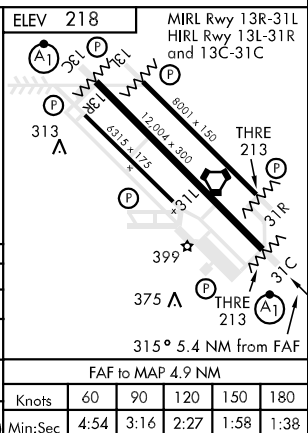


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700



	0.5	←4.9 NM→				
CATEGORY	A	B	C	D	E	
S-ILS 31C *	413/24 200 (200-½)					
S-LOC 31C **	640/24 427 (500-½)		640/40 427 (500-¾)			
SWIDESTP *** RIDEWAY 31R	640/55 427 (500-1)		640-1¼ 427 (500-1¼)			
CIRCLING	840-1 622 (700-1)		840-1 622 (700-1¼)		840-2 1300-3 622 (700-2) 1082 (1100-3)	



COLUMBUS, MISSISSIPPI
Amdt 6 10182

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

ILS or LOC/DME RWY 31C

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

APCH CRS 090°	Rwy Idg THRE Arpt Elev	N/A N/A 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)




DME/DME RNP-0.3 NA.

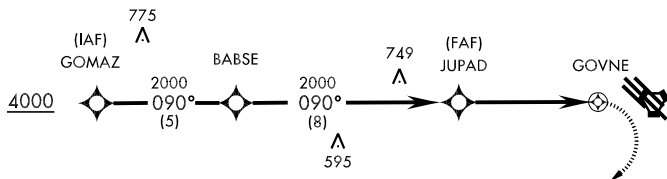
MISSED APPROACH: Climbing right turn to 3000 direct JOLI and hold or as directed by ATC.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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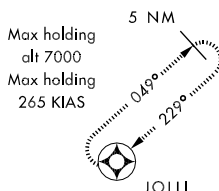
2310

FOR USE BY 14 FTW
ACFT ONLY

CALEDONIA
115.2 CBM 
Chan 99



630



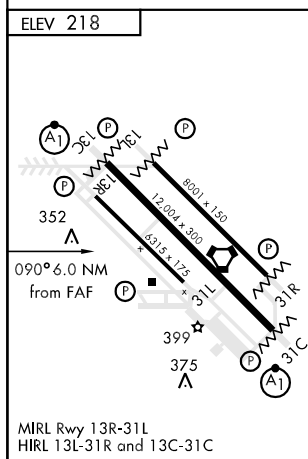
803

1005
A

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218



GOMAZ

4000

BABSE

JUPAD

	JOLLI
	

VORTAC

CATEGORY

A

B

840

622

00-1)

840-1 3/4
622 (700-1 3/4)

COLUMBUS, MISSISSIPPI
Amdt 1 10210

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

RNAV (GPS) E

APCH CRS 359°	Rwy Idg THRE Arpt Elev	N/A N/A 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS 115.2 273.5

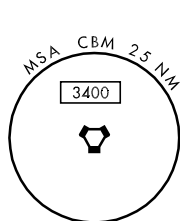
COLUMBUS APP CON	
SE 132.025	291.65
SW 135.6	323.275
N 126.075	239.25

COLUMBUS TOWER 126.65 379.925

GND CON 121.9 275.8

CLNC DEL 269.55

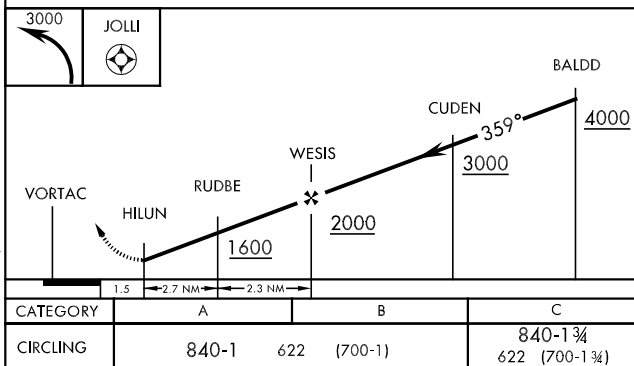
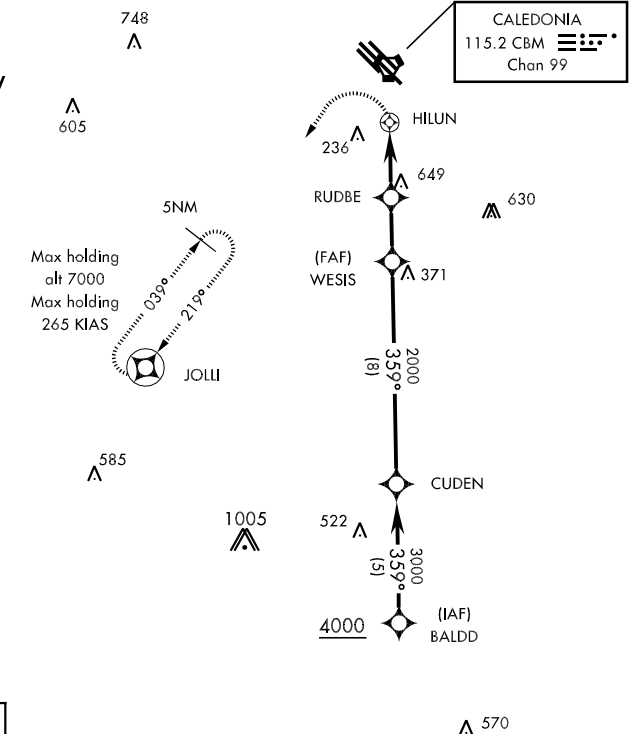
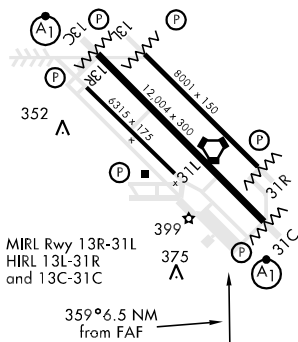
FOR USE BY 14 FTW
ACFT ONLY



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218



APCH CRS
135°

Rwy Idg **12,004**
THRE **192**
Arpt Elev **218**

AL-91 [USAF]

COLUMBUS AFB (KCBM)



* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

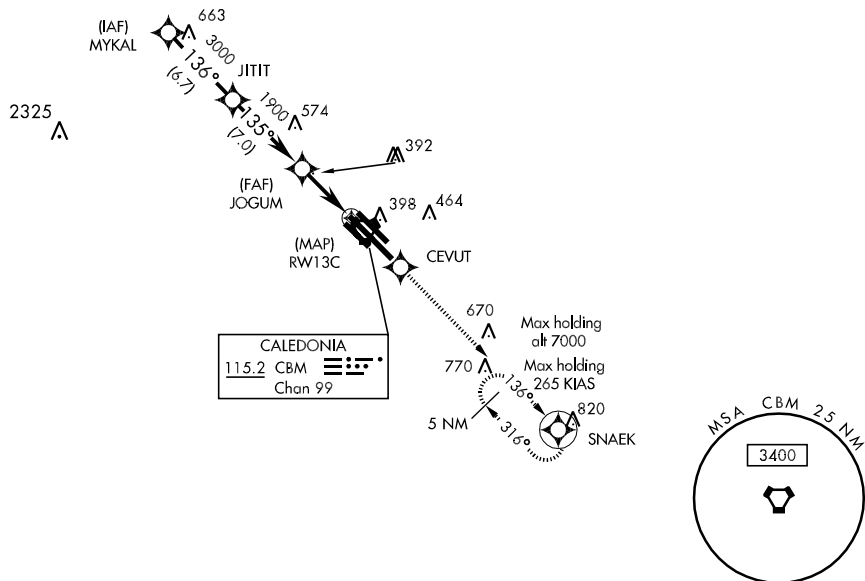
ALSF-1



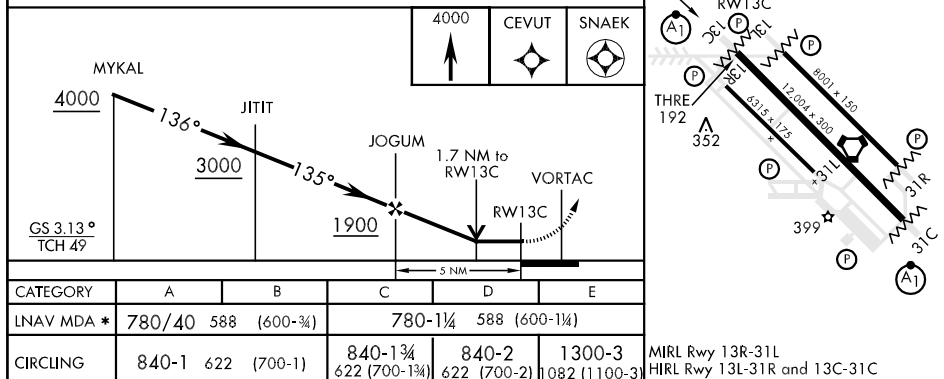
MISSED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3700



APCH CRS **315°** Rwy ldg **12,004**
THRE **213**
Arpt Elev **218**

AL-91 [USAF]

COLUMBUS AFB (KCBM)

V * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

ALSF-1



MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

ATIS
115.2 273.5

COLUMBUS APP CON
SE **132.025 291.65**
SW **135.6 323.275**
N **126.075 239.25**

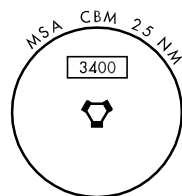
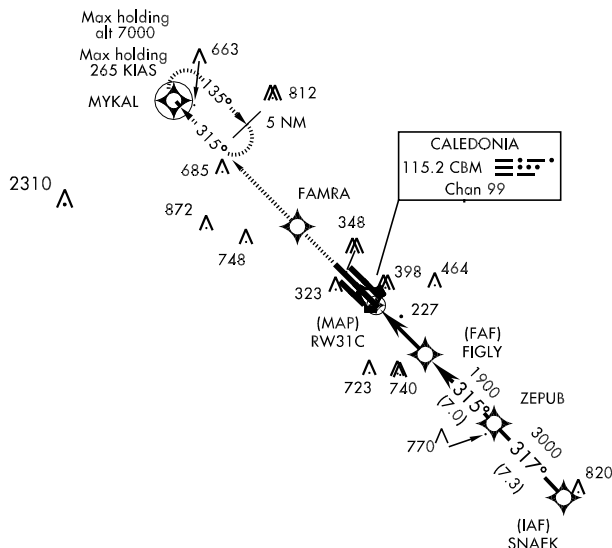
COLUMBUS TOWER
126.65 379.925

GND CON
121.9 275.8

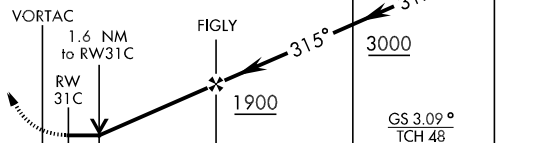
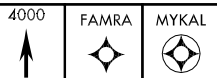
CLNC DEL
269.55

DME/DME RNP-0.3 NA

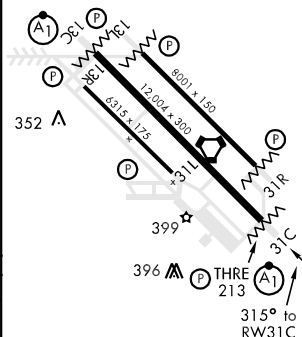
919
A



EMERG SAFE ALT 100 NM 3700



ELEV 218



CATEGORY	A	B	C	D	E
LNAV MDA *	780/24	567 (600-½)	780-1¼	567 (600-1¼)	
CIRCLING	840-1	622 (700-1)	840-1¼ 622 (700-1¼)	840-2 622 (700-2)	1300-3 082 (1100-3)

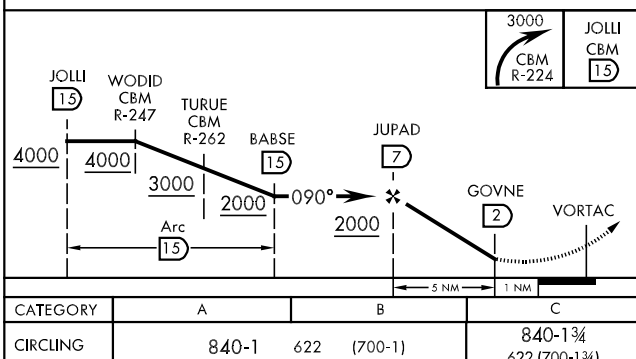
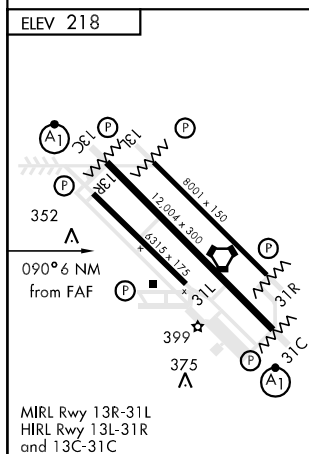
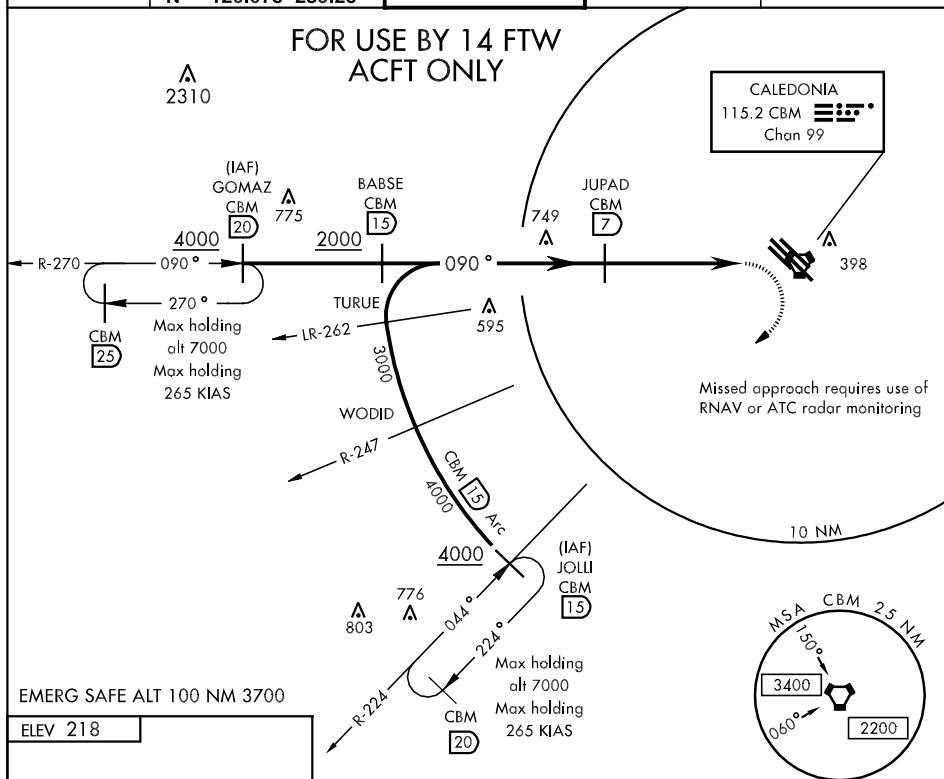
VORTAC CBM 115.2 Chan 99	APCH CRS 090°	Rwy Idg THRE Arpt Elev 218	N/A N/A 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.


ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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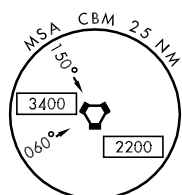
VORTAC CBM 115.2 Chan 99	APCH CRS 359°	Rwy Idg THRE Arpt Elev	N/A N/A 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

			MISSED APPROACH: Climbing left turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.	
ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55

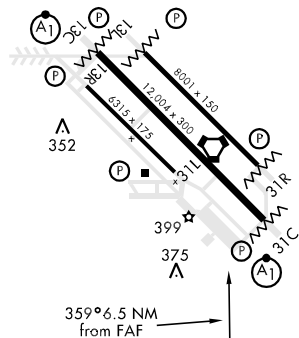
FOR USE BY 14 FTW
ACFT ONLY



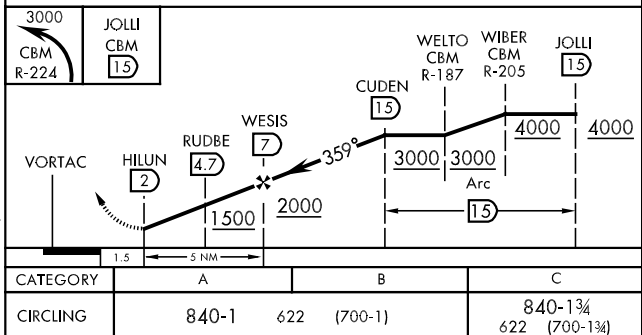
EMERG SAFE ALT 100 NM 3700

ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C



Missed approach requires use of
RNAV or ATC radar monitoring



VORTAC CBM 115.2 Chgn 99	APCH CRS 133°	Rwy ldg 12,004 TDZE 197 Arpt Elev 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



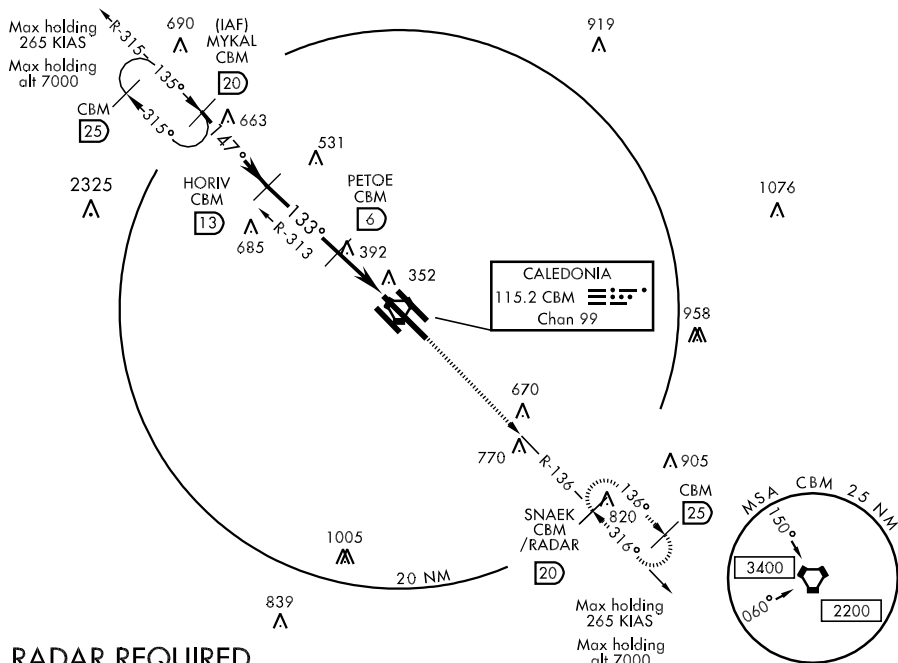
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS
115.2 273.5

	COLUMBUS APP CON	
SE	132.025	291.65
SW	135.6	323.275
N	126.075	239.25

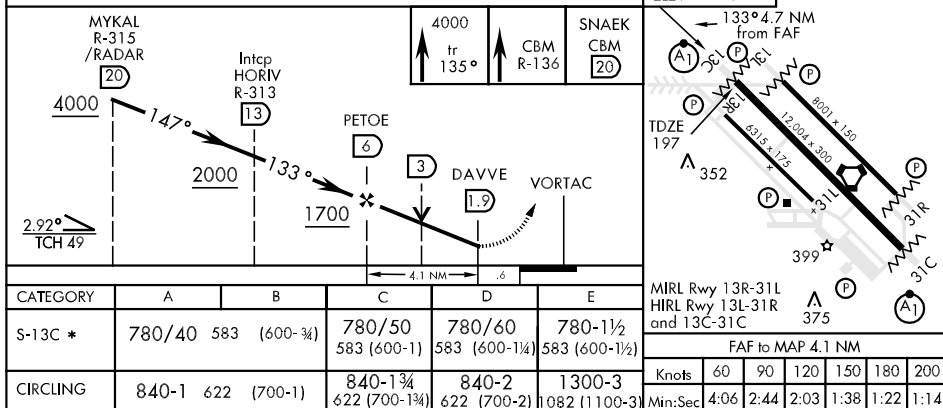
COLUMBUS TOWER
126.65 379.925

GND CON
121.9 275.8

CLNC DEL
269.55

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI
Amdt 5 08269

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

VOR/DME or TACAN RWY 13C

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

VORTAC CBM 115.2 Chan 99	APCH CRS 142°	Rwy Idg THRE 193 Arpt Elev 218
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AL-91 [USAF]

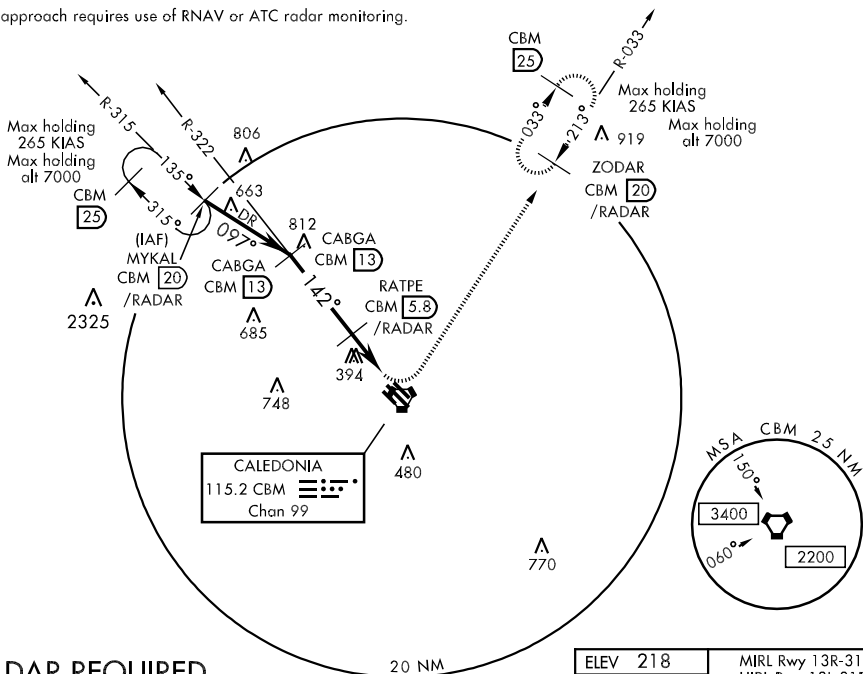
COLUMBUS AFB (KCBM)



MISSED APPROACH: Climbing left turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000.

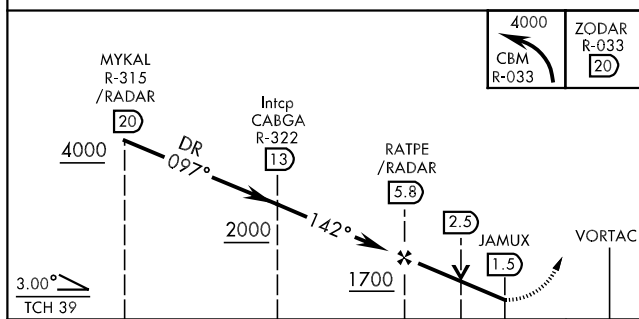
ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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Missed approach requires use of RNAV or ATC radar monitoring.

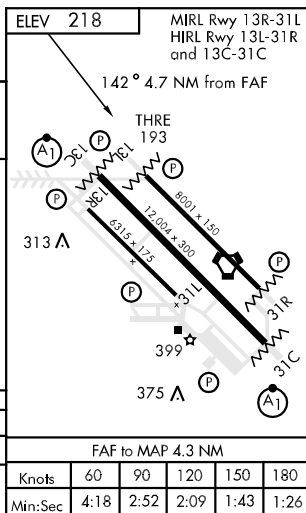


RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13L	740/55 547 (600-1)		740-1 $\frac{1}{8}$ 547 (600-1 $\frac{1}{8}$)		
CIRCLING	840-1 622 (700-1)		840-1 $\frac{1}{4}$ 622 (700-1 $\frac{1}{4}$)	840-2 1081 (1100-3)	



VORTAC CBM 115.2 Chan 99	APCH CRS 317°	Rwy Idg 12,004 THRE 213 Arpt Elev 218
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AL-91 [USAF]

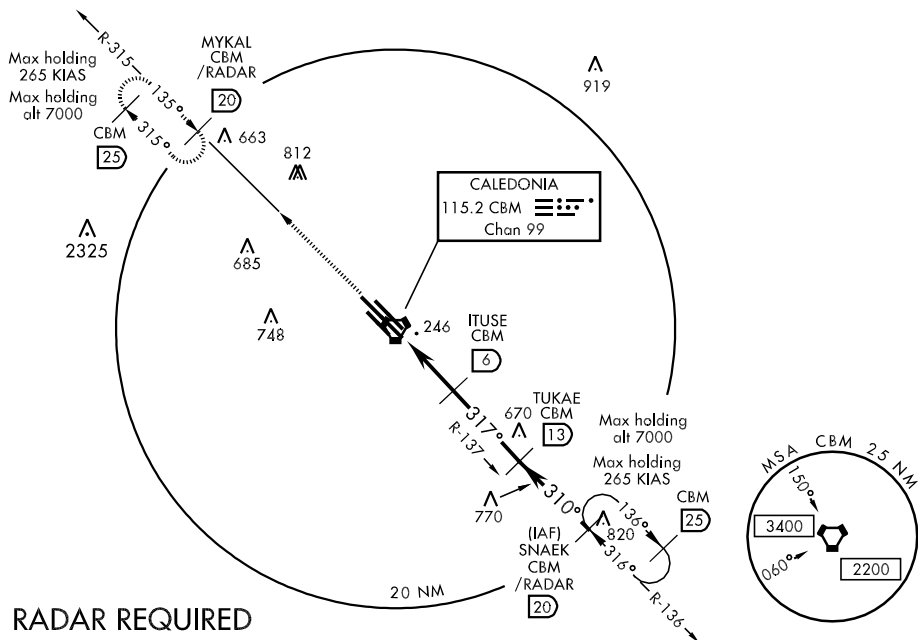
COLUMBUS AFB (KCBM)

▼ * When ALS inop, increase CAT A8 RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

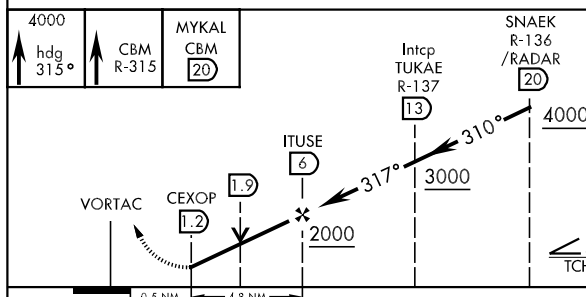


MISSED APPROACH: Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

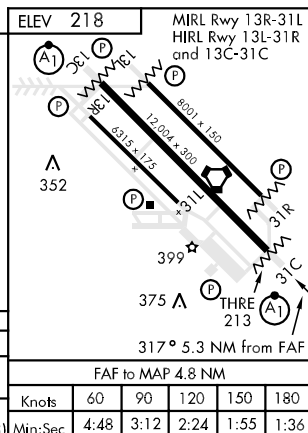
ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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**RADAR REQUIRED**

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-31C *	660/24 447 (500-½)		660/45 447 (500-¾)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 082 (1100-3)



COLUMBUS, MISSISSIPPI

33° 39'N-88° 27'W

COLUMBUS AFB (KCBM)

Amdt 5 10182

VOR/DME or TACAN RWY 31C

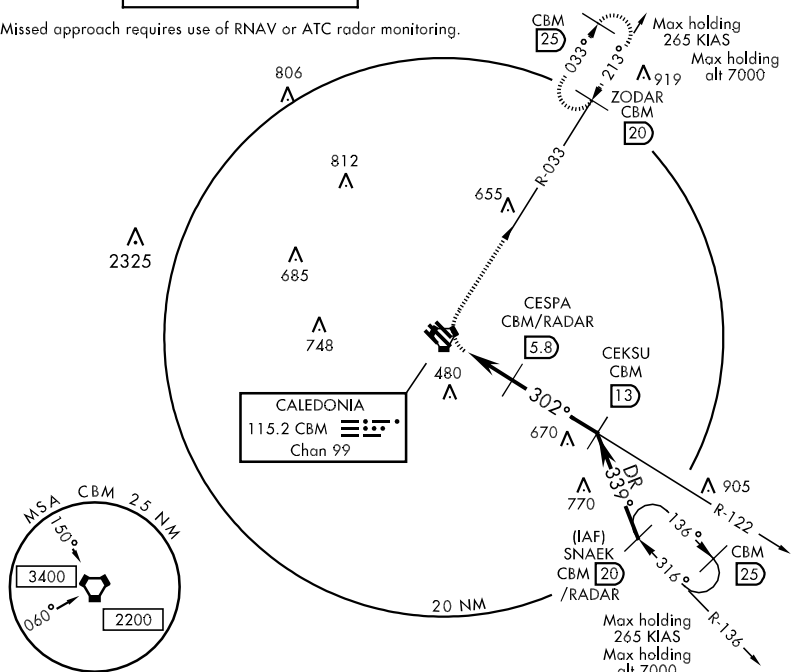
VORTAC CBM 115.2 Chan 99	APCH CRS 302°	Rwy Idg 8001 THRE 213 Arpt Elev 218	AL-91 [USAF]	COLUMBUS AFB (KCBM)
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MISSED APPROACH: Climbing right turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000.

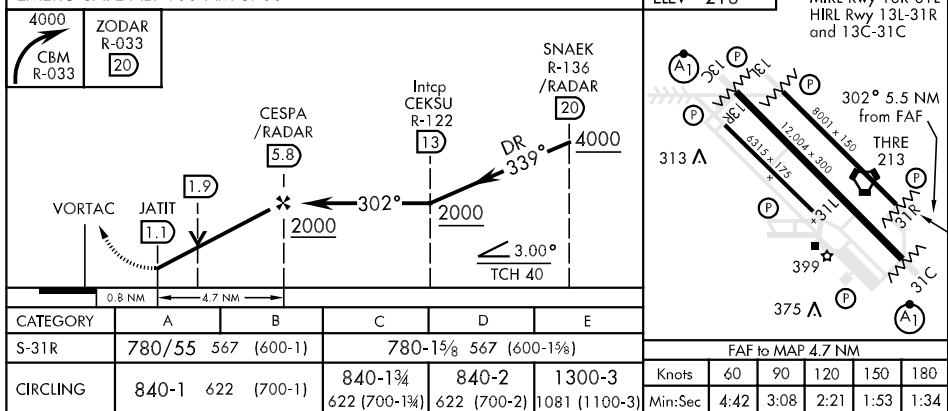
ATIS	COLUMBUS APP CON		COLUMBUS TOWER		GND CON	CLNC DEL
115.2 273.5	SE	132.025 291.65	126.65	379.925	121.9 275.8	269.55
	SW	135.6 323.275				
	N	126.075 239.25				

Missed approach requires use of RNAV or ATC radar monitoring.



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Amdt 3 10182

VOR/DME or TACAN RWY 31R

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

WEST POINT ONE RWY 13R/31L DEPARTURE

SHL-91 [USAF]

COLUMBUS, MISSISSIPPI

AT|S 115.2 273.5

CLNC DEL

126.25 269.55

GND CON

121.9 275.8

COLUMBUS TOWER

126.65 379.925

COLUMBUS DEP CON

132.025 291.65

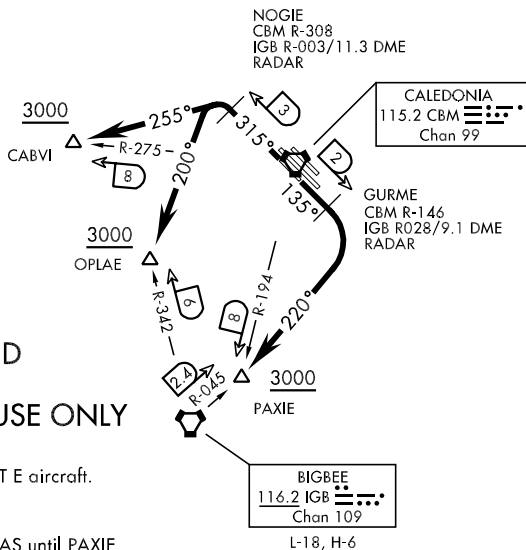
978

Rwy	Knots	60	120	180	240	300	360
13R (a)	V/V(fpm)	340	680	1010	1350	1680	2020
31L (b)	V/V(fpm)	400	800	1200	1600	2000	2400

ATC Climb Rate

Ⓐ to PAXIE or 3000

⑥ to CABVI / OPLAE or 3000



RADAR REQUIRED

14 FTW AIRCRAFT USE ONLY

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE

Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

DEPARTURE ROUTE DESCRIPTION
(BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

DEPARTURE ROUTE DESCRIPTION
(CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

WEST POINT ONE RWY 13R/31L DEPARTURE

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)

COLUMBUS—LOWNDES CO (UBS) 3 SE UTC-6(-5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4500X100 (ASPH) S-40, D-70, 2S-89, 2D-120 MIRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1600-2300Z†. Fuel service after hrs, call 662-327-6907. Public phone avbl outside terminal building 662-327-9852. MIRL Rwy 18-36 ops dusk-0400Z†, after 0400Z† ACTIVATE—CTAF.

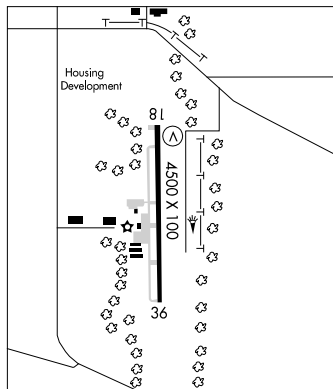
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri;
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'
W88°30.82' 096° 6.8 NM to fld. 240/04E. HIWAS.



MEMPHIS

L-18H

IAP

COLUMBUS/W POINT/STARKVILLE**GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC-6(-5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR

RWY 18-36: H6497X150 (ASPH) S-133, D-200, 2D-300

PCN 30 F/B/Y/T HIRL

RWY 18: MALSRL VASI(V4L)—GA 3.0°TCH 56'.

RWY 36: REIL VASI(V4L)—GA 3.0°TCH 56'.

AIRPORT REMARKS: Attended continuously. Class I, Index B ARFF equipment avbl ctc arpt manager 662-327-4422. Birds and wildlife invof arpt. When twr clsd, all acft opr locally at GTR arpt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18-36; MALSRL Rwy 18; REIL Rwy 36 and twy lgts—118.2.

WEATHER DATA SOURCES: AWOS-3 126.375 (662) 328-7798.

COMMUNICATIONS: CTAF 118.2 ATIS 126.375 UNICOM 122.95

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri,
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

TOWER 118.2 (1200-0200Z†) GND CON/CLNC DEL 135.375

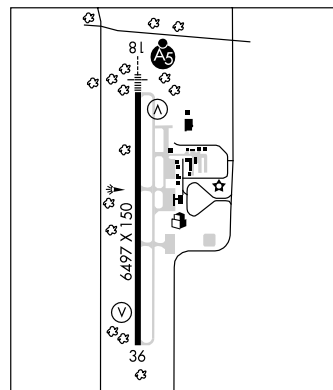
AIRSPACE: CLASS D svc (1200-0200Z†) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 238°4.4 NM to fld. 240/04E. HIWAS.

ILS 110.7 I-GTR Rwy 18. (Unmonitored 0500-1130Z†).

LOC/DME 111.15 I-RVT Chan 48(Y) Rwy 36.



MEMPHIS

H-6J, L-18H

IAP, AD

APP CRS **178°**
 Rwy Idg **4500**
 TDZE **188**
 Apt Elev **188**

RNAV (GPS) RWY 18

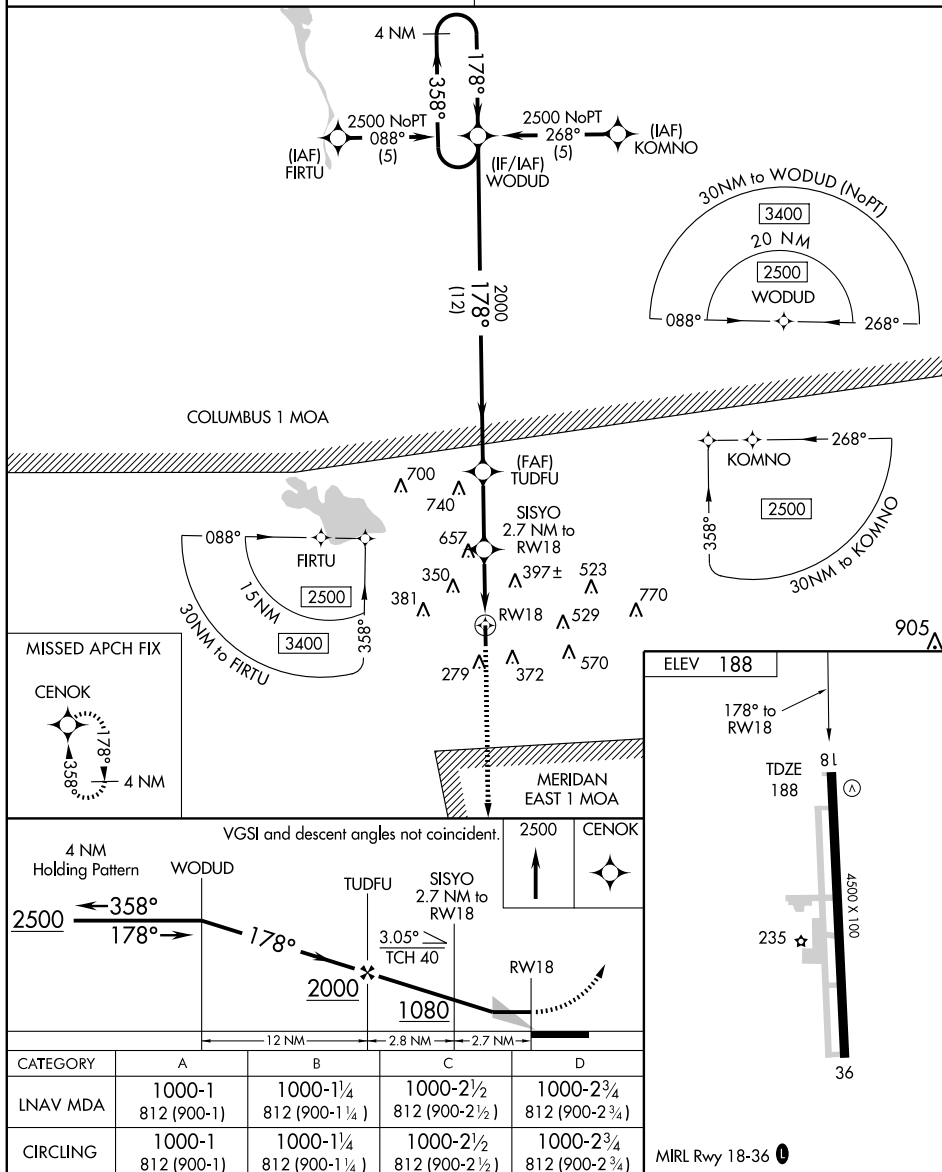
COLUMBUS-LOWNDES COUNTY (UBS)

NA DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2500 direct CENOK and hold.

COLUMBUS APP CON ★
135.6 323.275

UNICOM
122.8 (CTAF) 0



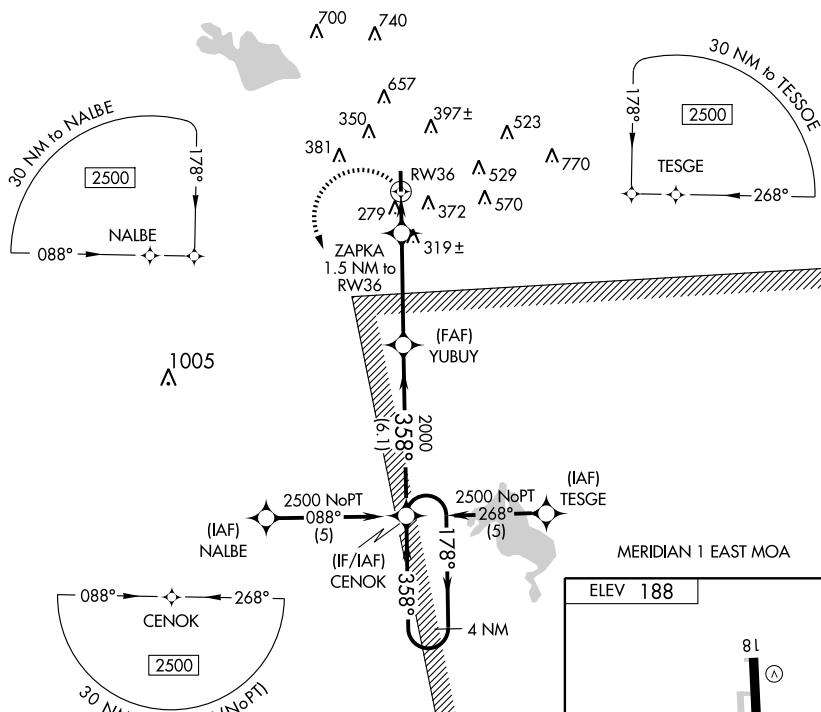
SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 36

COLUMBUS-LOWNDES COUNTY (UBS)

MISSED APPROACH: Climbing left turn to 2500 direct CENOK and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	600-1	413 (500-1)	600-1¼	413 (500-1¼)
CIRCLING	760-1	572 (600-1)	760-1½ 572 (600-1½)	760-2 572 (600-2)

ELEV 188

MERIDIAN 1 EAST MOA

MIRL Rwy 18-36 **L**

VORTAC IGB 116.2 Chan 109	APP CRS 097°	Rwy Idg TDZE Apt Elev	N/A N/A 188
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VOR-A

COLUMBUS-LOWNDES COUNTY (UBS)

▼ Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet, Cat C visibility ¼ mile.

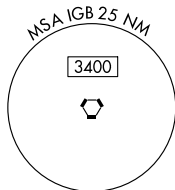
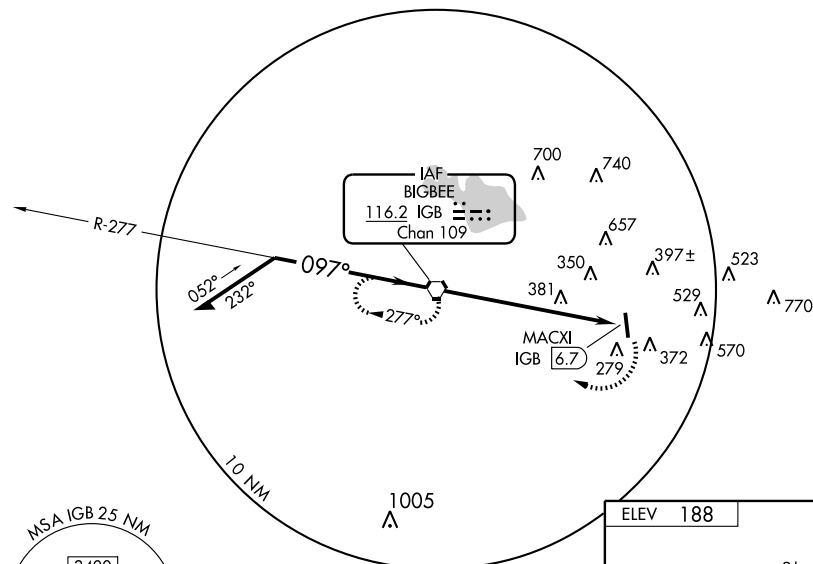
▲ NA

MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

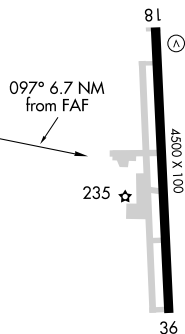
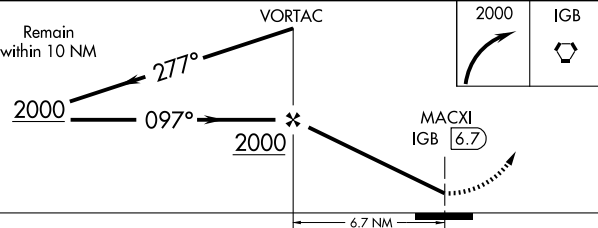
COLUMBUS APP CON ★

135.6 323.275

UNICOM

122.8 (CTAF) 0

ELEV 188



MRL Rwy 18-36 0

CATEGORY	A	B	C	D
CIRCLING	780-1	592 (600-1)	780-1½ 592 (600-1½)	780-2 592 (600-2)

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

AIRPORT DIAGRAM

AL-5855 (FAA)

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)
COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI

ATIS
126.375
GOLDEN TRIANGLE TOWER
118.2 298.875
GND CON
135.375 322.475
CLNC DEL
135.375 322.475
126.25 (When Tower Closed)

ELEV
260

181.9°

81

D

H

E

G

C

C

F

E

B

B

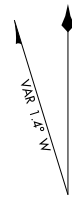
E

A

ELEV
256

001.9°

36



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

33° 27.5' N

33° 27' N

88° 36' W

88° 35.5' W

88° 35' W

FIELD
ELEV
264

6497 X 150

FIRE
STATION

TERMINAL

☆
TWR
346

RWY 18-36
PCN 30 F/B/Y/T
S-133, D-200, 2D-300

AIRPORT DIAGRAM

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

COLUMBUS—LOWNDES CO (UBS) 3 SE UTC-6(-5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4500X100 (ASPH) S-40, D-70, 2S-89, 2D-120 MIRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1600-2300Z†. Fuel service after hrs, call 662-327-6907. Public phone avbl outside terminal building 662-327-9852. MIRL Rwy 18-36 ops dusk-0400Z†, after 0400Z† ACTIVATE—CTAF.

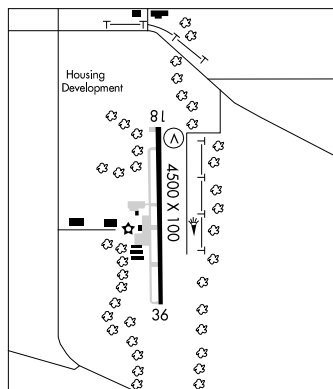
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri;
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'
W88°30.82' 096° 6.8 NM to fld. 240/04E. HIWAS.



MEMPHIS

L-18H

IAP

COLUMBUS/W POINT/STARKVILLE**GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC-6(-5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR

RWY 18-36: H6497X150 (ASPH) S-133, D-200, 2D-300

PCN 30 F/B/Y/T HIRL

RWY 18: MALSRL VASI(V4L)—GA 3.0°TCH 56'.

RWY 36: REIL VASI(V4L)—GA 3.0°TCH 56'.

AIRPORT REMARKS: Attended continuously. Class I, Index B ARFF equipment avbl ctc arpt manager 662-327-4422. Birds and wildlife invof arpt. When twr clsd, all acft opr locally at GTR arpt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18-36; MALSRL Rwy 18; REIL Rwy 36 and twy lgts—118.2.

WEATHER DATA SOURCES: AWOS-3 126.375 (662) 328-7798.

COMMUNICATIONS: CTAF 118.2 ATIS 126.375 UNICOM 122.95

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri,
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

TOWER 118.2 (1200-0200Z†) GND CON/CLNC DEL 135.375

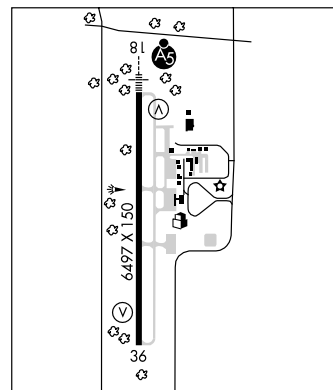
AIRSPACE: CLASS D svc (1200-0200Z†) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 238°4.4 NM to fld. 240/04E. HIWAS.

ILS 110.7 I-GTR Rwy 18. (Unmonitored 0500-1130Z†).

LOC/DME 111.15 I-RVT Chan 48(Y) Rwy 36.



MEMPHIS

H-6J, L-18H

IAP, AD

LOC I-GTR **110.7** APP CRS **179°** Rwy Idg **6497**
 TDZE **264**
 Apt Elev **264**

ILS or LOC RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

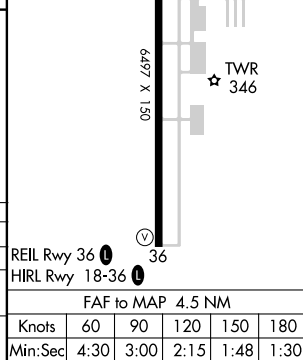
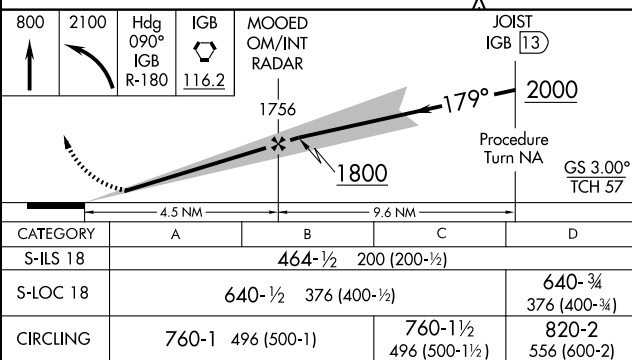
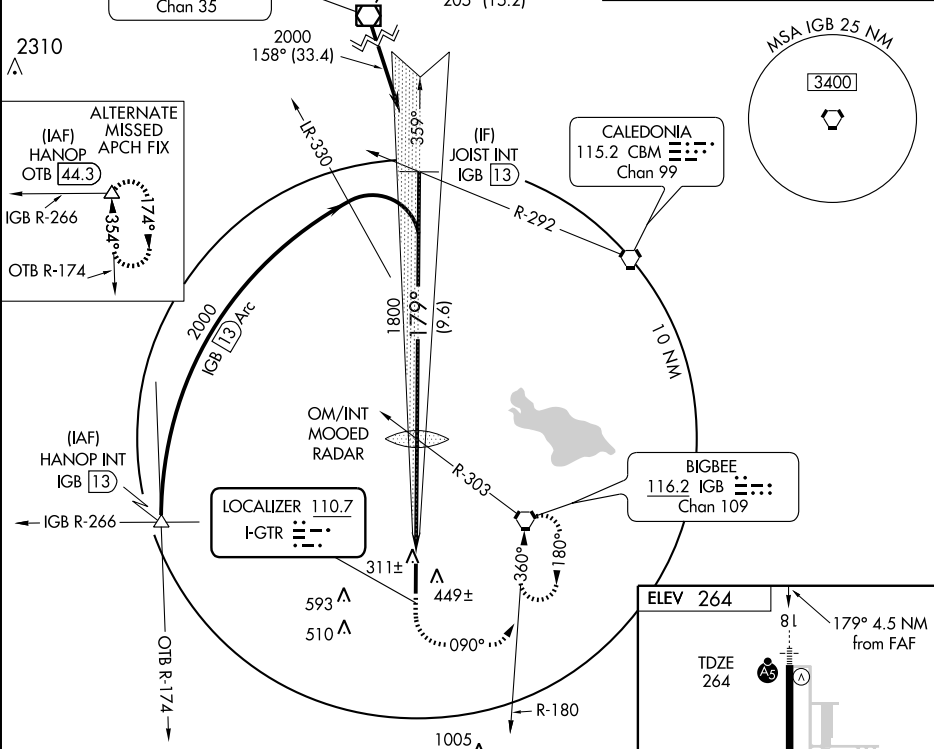
▼ If local altimeter setting not received, use Tupelo
 Rgnl altimeter setting and increase DA to 590 feet
 and all MDAs 140 feet.



MISSED APPROACH: Climb to 800 then climbing left
 turn to 2100 via Heading 090° and IGB R-180 to
 IGB VORTAC and hold.

ATIS 126.375	COLUMBUS APP CON ★ 135.6 323.275	GOLDEN TRIANGLE TOWER ★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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IAF TUPELO 109.8 OTB --- Chan 35	GANTT 2000 205° (15.2)	COLUMBUS CLNC DEL 126.25 (When tower closed)	UNICOM 122.95
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COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

Amdt 7 08269

33°27'N-88°35'W

ILS or LOC RWY 18

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

LOC I-RVT 111.15	APP CRS 359°	Rwy Idg TDZE Apt Elev	6497 264 264
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LOC/DME RWY 36

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

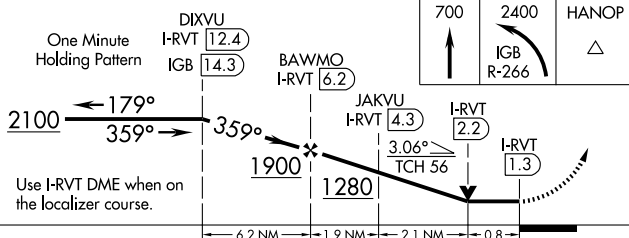
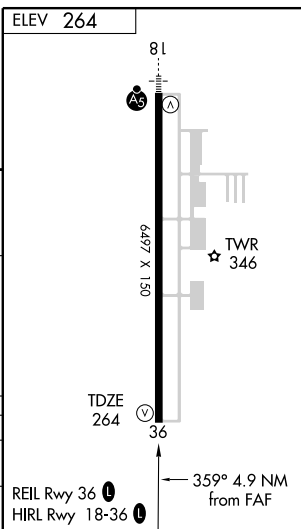
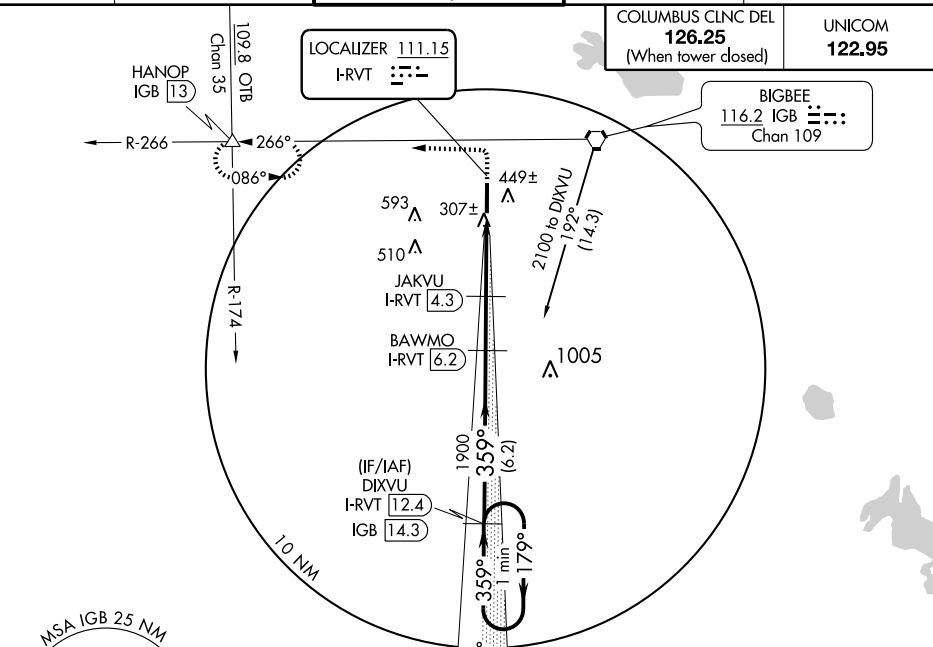
▼ When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 40 feet; increase S-36 Cat D visibility ¼ mile.
▲ VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 2400 via IGB VORTAC R-266 to HANOP INT/IGB 13 DME and hold.

ATIS 126.375	COLUMBUS APP CON★ 135.6 323.275	GOLDEN TRIANGLE TOWER★ 118.2 (CTAF) 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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COLUMBUS CLNC DEL
126.25
(When tower closed)

UNICOM
122.95



CATEGORY	A	B	C	D
S-36	580-1 316 (400-1)			
CIRCLING	760-1 496 (500-1)	760-1½ 496 (500-1½)	820-2 556 (600-2)	

WAAS CH 63203 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	6497 264 264
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RNAV (GPS) RWY 18

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

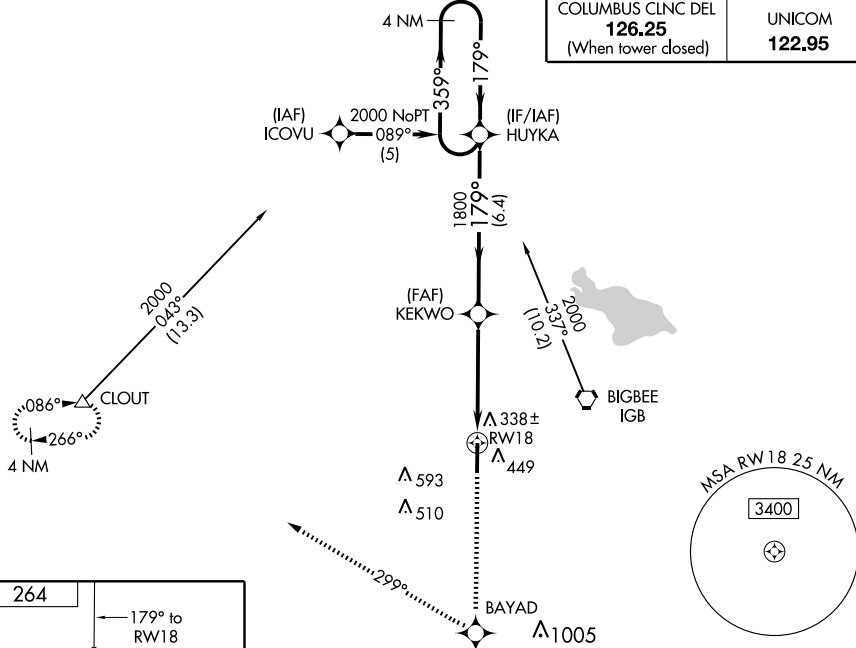
▼ For inoperative MALSR, increase LNAV Cat D visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.
 ▲ Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1½ mile.

MALSR

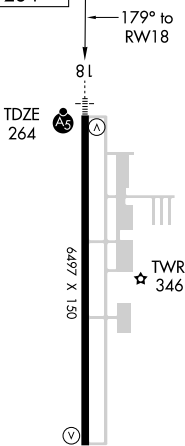


MISSED APPROACH:
Climb to 2400 direct
BAYAD and right turn
via 299° track to
CLOUT and hold.

ATIS 126.375	COLUMBUS APP CON* 135.6 323.275	GOLDEN TRIANGLE TOWER* 118.2 (CTAF) 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
			COLUMBUS CLNC DEL 126.25 (When tower closed)	UNICOM 122.95



ELEV 264



2400	BAYAD	TRK 299°	CLOUT	4 NM Holding Pattern
*LNAV only *1.1 NM to RWY 18 RWY 18 1.1 NM 3.5 NM 6.4 NM KEKWO 179° 359° 2000 1800 GS 3.00° TCH 57				
CATEGORY	A	B	C	D
LPV DA		514-½	250 (300-½)	
LNAV/VNAV DA		667-1	403 (500-1)	
LNAV MDA		660-½	396 (400-½)	660-1 396 (400-1)
CIRCLING	760-1	496 (500-1)	760-1½ 496 (500-1½)	820-2 556 (600-2)

WAAS CH 99600 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6497 264 264
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RNAV (GPS) RWY 36

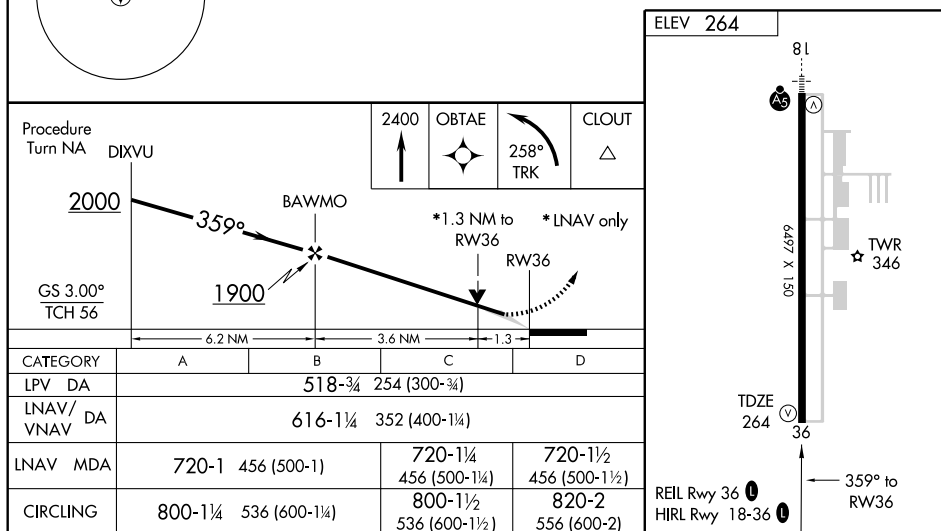
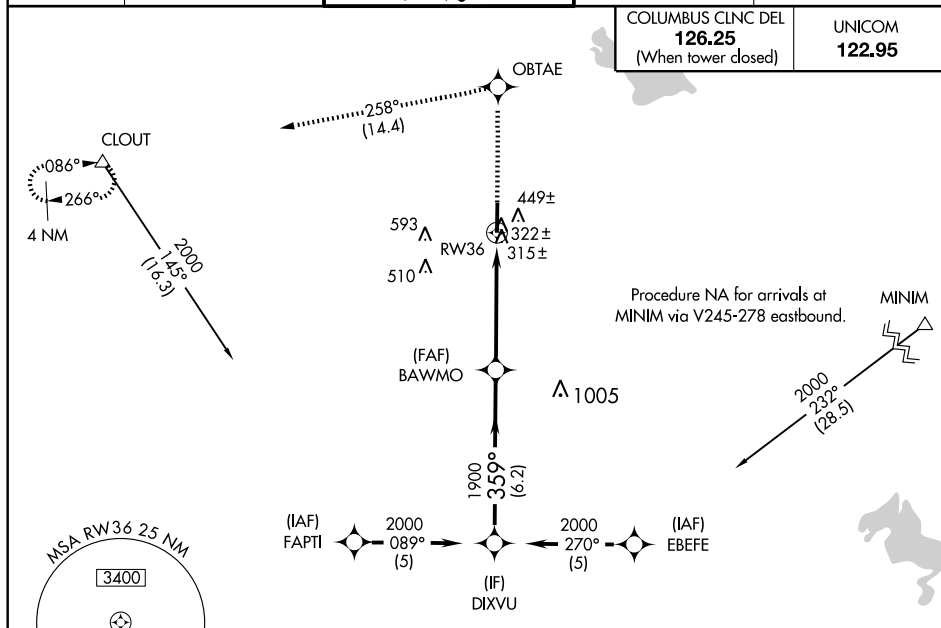
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using
▲ Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (119°F).

MISSED APPROACH:
Climb to 2400 direct OBTAE and left turn via 258° track to CLOUT and hold.

ATIS 126.375	COLUMBUS APP CON* 135.6 323.275	GOLDEN TRIANGLE TOWER* 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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COLUMBUS CLNC DEL 126.25 (When tower closed)	UNICOM 122.95
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CORINTH

ROSCOE TURNER (CRX) 4 SW UTC-6(-5DT) N34°54.90' W88°36.21'

MEMPHIS
H-6J, L-18G
IAP

425 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H6500X100 (ASPH-GRVD) S-30 MIRL 0.3% up S

RWY 18: MALSR. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 36: PAPI(P2L)—GA 3.0° TCH 54'.

AIRPORT REMARKS: Attended Mon-Sat dalgt, Sun 1400Z±-dusk.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (662) 287-5103.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 135.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

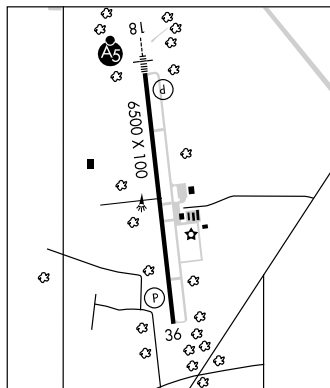
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.54' 194° 42.7 NM to fld. 630/02E.

SEYER NDB(LOM) 334 UU N35°00.93' W88°36.94' 173° 6.1

NM to fld.

ILS 111.1 I-UUR Rwy 18 Class IA. LOM SEYER NDB.



CROSBY MUNI (C71) 1 NE UTC-6(-5DT) N31°17.76' W91°03.17'

HOUSTON
L-21B, 22F

336 NOTAM FILE GWO

Not insp.

RWY 17-35: H3127X60(ASPH) S-16

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09' W91°17.98' 147° 20.7 NM to fld. 280/03E.

(DME unmonitored).

CRYSTAL SPRINGS

COPIAH CO (M11) 4 S UTC-6(-5DT) N31°54.18' W90°22.12'

NEW ORLEANS
L-22F

443 B S4 FUEL 100LL NOTAM FILE GWO

RWY 17-35: H3000X75 (ASPH) S-10 MIRL

RWY 17: REIL. Trees. RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. For svc after hrs call 601-695-9874. Livestock on and invof rwy. Rwy 17-35 cracks in pavement and loose gravel all sfcs. Terrain drops off abruptly 100' from both ends of rwy.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27' W90°15.49' 348° 36.3 NM to fld. 440/03E.

HIWAS

DEAN GRIFFIN MEML (See WIGGINS)

DIAMONDHEAD (66Y) 0 SW UTC-6(-5DT) N30°21.78' W89°23.26'

NEW ORLEANS
L-21C, 22G

14 Fuel 100LL NOTAM FILE GWO

RWY 18-36: H3800X75 (ASPH) S-12 LIRL (NSTD)

RWY 18: Thld dspcd 613'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. Sat 1330-2230Z±. Fuel avbl 24 hrs with credit card. Rwy 18 low ints dspcd thld bar located 496' south of end of pavement, dspcd thld edge lighting located 597' south of end of pavement. Rwy 18-36 LIRL OTS indef. ACTIVATE LIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.

GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' 261° 16.3 NM to fld. 23/02E. HIWAS.

LOC I-UUR 111.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	6500 414 425
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ILS or LOC RWY 18

CORINTH/ROSCOE TURNER (CRX)

▼ When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

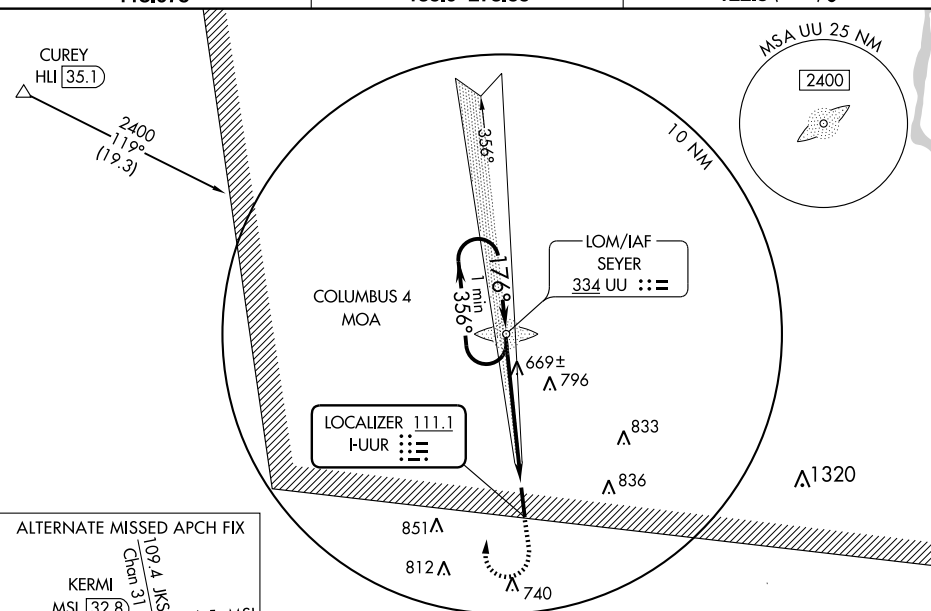
MALSR
AS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

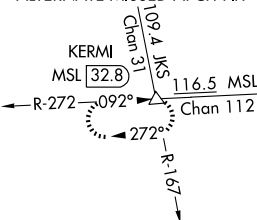
AWOS-3
118.675

MEMPHIS CENTER
135.9 273.55

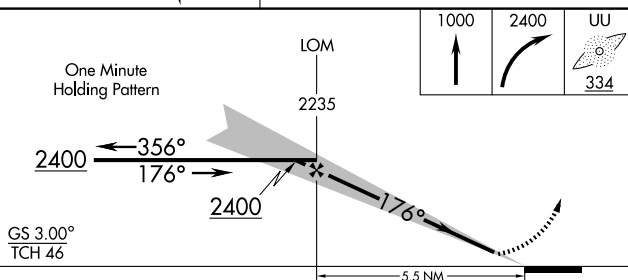
UNICOM
122.8 (CTAF) 0



ALTERNATE MISSED APCH FIX

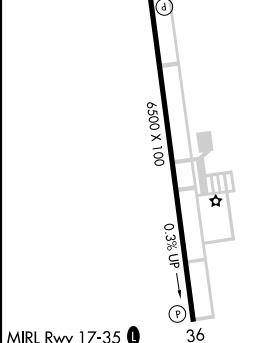


ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 18		614-½	200 (200-½)	
S-LOC 18	920-½	506 (500-½)	920-1	506 (500-1)
CIRCLING	920-1	495 (500-1)	920-1½	980-2
			495 (500-1½)	555 (600-2)

ELEV 425
176° 5.5 NM from FAF
TDZE 414



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

WAAS
Chan **72806**
W18A

APP CRS
176°

Rwy Idg **6500**
TDZE **414**
Apt Elev **425**

RNAV (GPS) RWY 18

CORINTH/ROSCOE TURNER (CRX)

▼ BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

MALSR

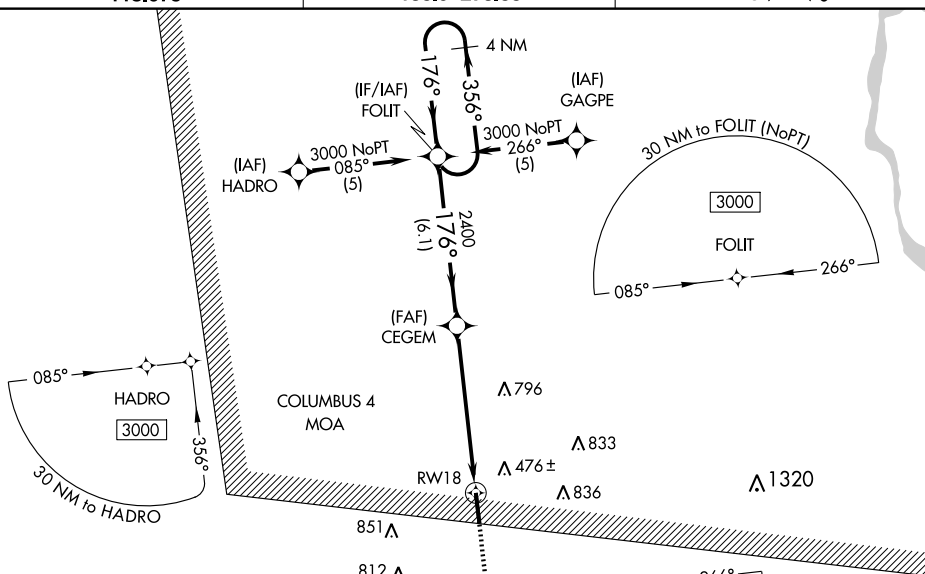


MISSED APPROACH:
Climb to 3000 direct
WEDGO and hold.

AWOS-3
118.675

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) 0



ELEV 425

TDZE 414
176° to RW18

AS

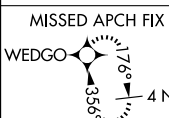
81

4

6500 X 100

0.3% UP

36



4 NM Holding Pattern		*LNAV only		3000	WEDGO
3000		FOLIT		CEGEM	RW18
GS 3.00° TCH 46		*1.6 NM to RW18			
		2400			
		6.1 NM		4.4 NM	
				1.6 NM	
CATEGORY	A	B	C	D	
LPV DA	614-½		200 (200-½)		
LNAV/VNAV DA	744-¾		330 (400-¾)		
LNAV MDA	940-½	526 (600-½)	940-1 526 (600-1)	940-1½ 526 (600-1½)	
CIRCLING	940-1	515 (600-1)	940-1½ 515 (600-1½)	980-2 555 (600-2)	

MIRL Rwy 17-35 0

CORINTH, MISSISSIPPI

Amdt 1 08045

34°55'N-88°36'W

CORINTH/ROSCOE TURNER (CRX)
RNAV (GPS) RWY 18

APP CRS
356°

Rwy Idg **6500**
TDZE **425**
Apt Elev **425**

RNAV (GPS) RWY 36

CORINTH/ROSCOE TURNER (CRX)

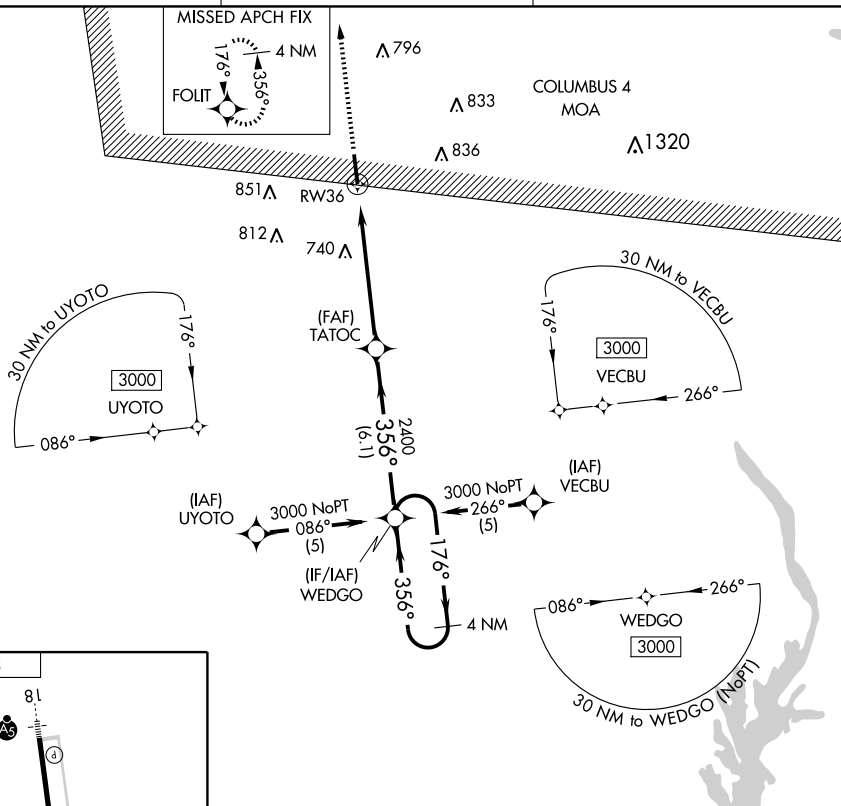
▼ When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000
direct FOLIT and hold.

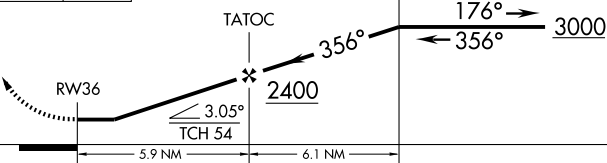
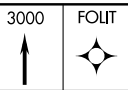
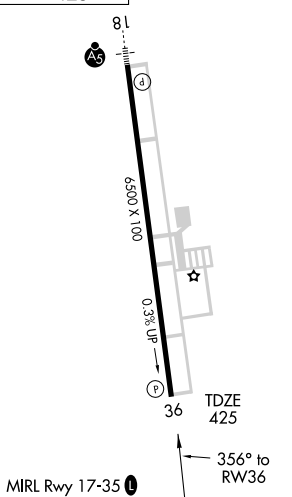
AWOS-3
118.675

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) 0



ELEV 425



CATEGORY	A	B	C	D
LNAV MDA	1040-1	615 (700-1)	1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)
CIRCLING	1040-1	615 (700-1)	1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)

DREW

RULEVILLE-DREW (M37) 2 S UTC-6(-5DT) N33°46.58' W90°31.50'

MEMPHIS

137 B NOTAM FILE GWO

L-18G

RWY 18-36: H3000X60 (ASPH) S-16 MIRL

IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended irregularly. Rotating bcn OTS indef. MIRL

Rwy 18-36 ops

dusk-0400Z±; after 0400Z± ACTIVATE—CTAF. PAPI Rwy 18 and

Rwy 36 on continuously. Rwy 18-36 MIRL OTS indef.

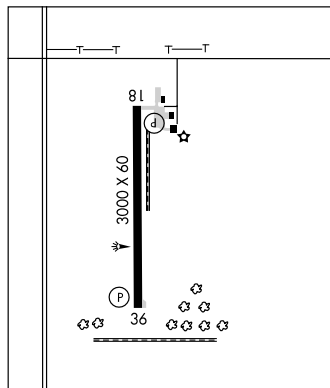
COMMUNICATIONS: CTAF 122.9

Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.875

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 324° 22.5 NM to fld. 125/03E.



EATON N31°25.12' W89°20.26' NOTAM FILE GWO.

NEW ORLEANS

(L) **VORTAC** 110.6 LBV Chan 43 356° 2.9 NM to Hattiesburg-Laurel Rgnl. 290/05E.

H-6J, L-22G

Unusable 300°-000° byd 30 NM. VOR portion unusable 241°-251°.

RCO 122.1R 110.6T (GREENWOOD RADIO)

EUPORA (Ø6M) 2 W UTC-6(-5DT) N33°32.09' W89°18.79'

MEMPHIS

450 B NOTAM FILE GWO

L-18G

RWY 14-32: H3000X60 (ASPH) S-20 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 35'. Trees.

RWY 32: PAPI(P2L)—GA 3.0° TCH 42'.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF 122.9.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 270° 40.2 NM to fld. 240/04E. HIWAS.

FERNI N31°15.27' W90°30.63' NOTAM FILE MCB.

NEW ORLEANS

NDB (MHW/LOM) 413 MC 156° 5 NM to Mc Comb-Pike Co—John E Lewis Fld.

L-21B, 22F

FLETCHER FLD (See CLARKSDALE)

FOREST

G. V. MONTGOMERY (2M4) 1 S UTC-6(-5DT) N32°21.21' W89°29.32'

MEMPHIS

517 B NOTAM FILE GWO

L-18G

RWY 16-34: H3600X75 (ASPH) S-25 MIRL

RWY 16: Trees. RWY 34: Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 263° 34.8 NM to fld. 580/05E.

HIWAS.

GEORGE M. BRYAN (See STARKVILLE)

GOLDEN TRIANGLE RGNL (See COLUMBUS/W POINT/STARKVILLE)

GREENE CO N31°05.88' W88°29.17' NOTAM FILE GWO.

NEW ORLEANS

(H) **VORTACW** 115.7 GCV Chan 104 030° 26 NM to Roy Wilcox. 300/05E.

H-6J, L-21C, 22G

VOR portion unusable: 138°-238° blo 5000'; 291°-339° blo 4000'.

VORTAC SQS 114.7 Chan 94	APP CRS 324°	Rwy Idg TDZE Apt Elev	N/A N/A 137
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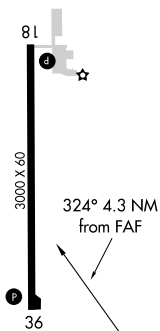
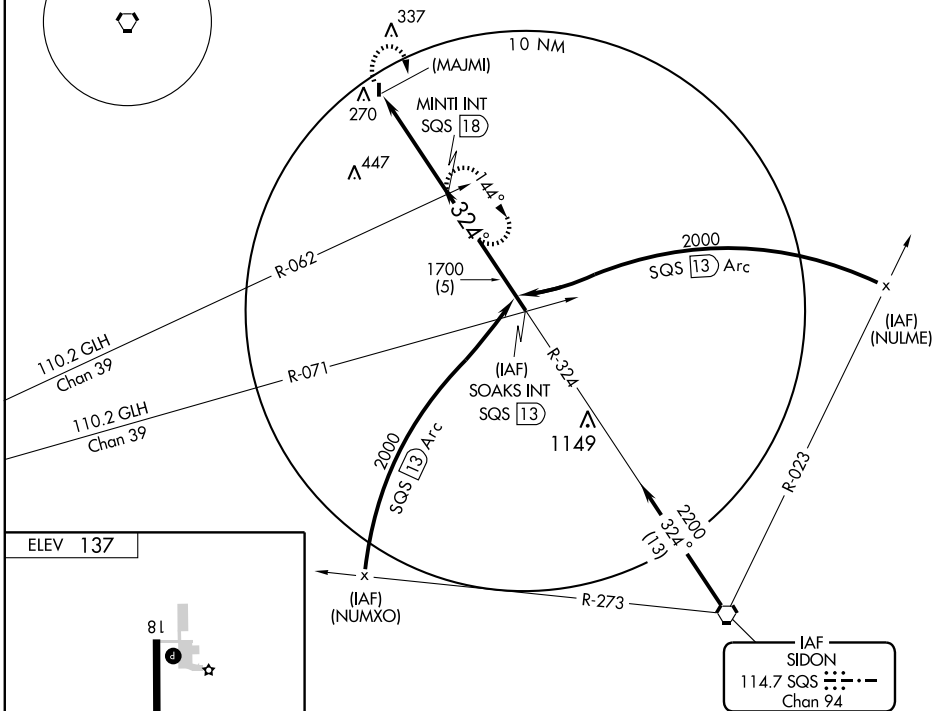
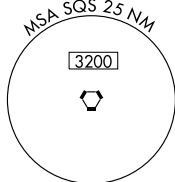
VOR or GPS-A
DREW/RULEVILLE-DREW(M37)



Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

MEMPHIS CENTER
135,875 269,35

CTAF
122.9 LMIRL Rwy 18-36 **L**

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	740-1 603 (700-1)	740-1½ 603 (700-1½)	740-1¾ 603 (700-1¾)	NA

DREW, MISSISSIPPI

Amdt 4 10098

DREW/RULEVILLE-DREW (M37)

VOR or GPS-A

33°47'N - 90°31'W

SC-4. 23 SEP 2010 to 21 OCT 2010

10210

AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI

GREENVILLE TOWER ★

119.0 256.9

GND CON

121.8 256.9

ASOS 125.525

RWY 18L-36R

S-75, D-112, 2S-142, 2D-182, 2D/2D2-540

RWY 18R-36L

S-29, D-47, 2D-78

VAR 0.3° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° WPARKING
APRON

FIRE DEPARTMENT

TERMINAL

CONTROL
TOWERGENERAL
AVIATIONCAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

91° 00' W

90° 59' W

33° 30' N

33° 29' N

ELEV
128

88 L

18 L

ELEV
129

7019 X 150

8001 X 1000

36 L

FIELD
ELEV
130

36 R

ELEV
129

AIRPORT DIAGRAM

10210

GREENVILLE, MISSISSIPPI
GREENVILLE/MID DELTA RGNL (GLH)

SC-4, 23 SEP 2010 to 21 OCT 2010

GREENVILLE N33°31.41' W90°58.98' NOTAM FILE GLH.

(L) VOR/DME 110.2 GLH Chan 39 179° 2.4 NM to Mid Delta Rgnl. 130/4E.

RCO 122.1R 110.2T (GREENWOOD RADIO)

MEMPHIS

L-18F

GREENVILLE

MID DELTA RGNL (GLH) 5 NE UTC-6(-5DT) N33°28.97' W90°59.14'

131 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE GLH

RWY 18L-36R: H8001X150 (ASPH-GRVD) S-75, D-112, 2S-142, 2D-182, 2D/2D2-540 HIRL

RWY 18L: MALSR.

RWY 36R: REIL VASI (V4L)—GA 3.0° TCH 51'. Tree. Rgt tfc.

RWY 18R-36L: H7019X150 (ASPH-CONC) S-29, D-47, 2D-78
MIRL

RWY 18R: VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

RWY 36L: VASI(V4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1200-0400Z±. Rwy 18R-36L no txf or Indg authorized for air carrier aircraft. Rwy 18R-36L surface is rough and has several large bumps or heaves. Rwy 18L-36R center 50' of pavement is fair. Outer edges of Rwy 18L-36R are in poor condition producing foreign object debris. Rwy 18R-36L MIRL OTS indef. VASI Rwy 36R opr continuously. When twr clsd HIRL Rwy 18L-36R preset med ints, to increase ints and ACTIVATE MALSR Rwy 18L—CTAF.

WEATHER DATA SOURCES: ASOS 125.525 (662) 332-0863. LAWRS.

COMMUNICATIONS: CTAF 119.0 UNICOM 122.95

MEMPHIS CENTER APP/DEP CON 135.875

GREENVILLE TOWER 119.0 (1300-0100Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1300-0100Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 179° 2.4 NM to fld. 130/04E.

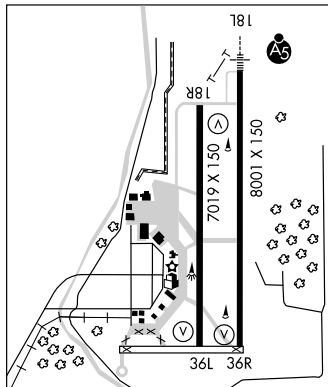
METCALF NDB (MHW) 359 MTQ N33°25.52' W90°58.93' 354° 3.5 NM to fld.

ILS 109.1 I-GLH Rwy 18L. Class IE. (Unmonitored when twr clsd). LOC Backcourse unusable. MM OTS indef.

MEMPHIS

H-6J, L-18F

IAP, AD



WAAS CH 97411 W18A	APP CRS 177°	Rwy Idg 8001 TDZE 129 Apt Elev 131
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RNAV (GPS) RWY 18L

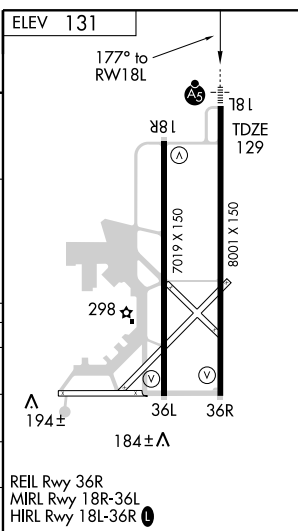
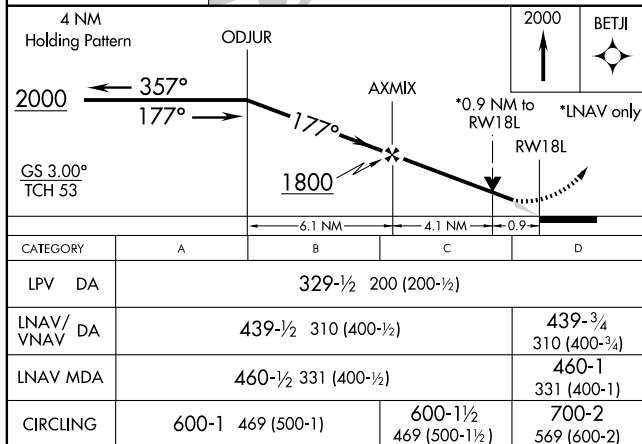
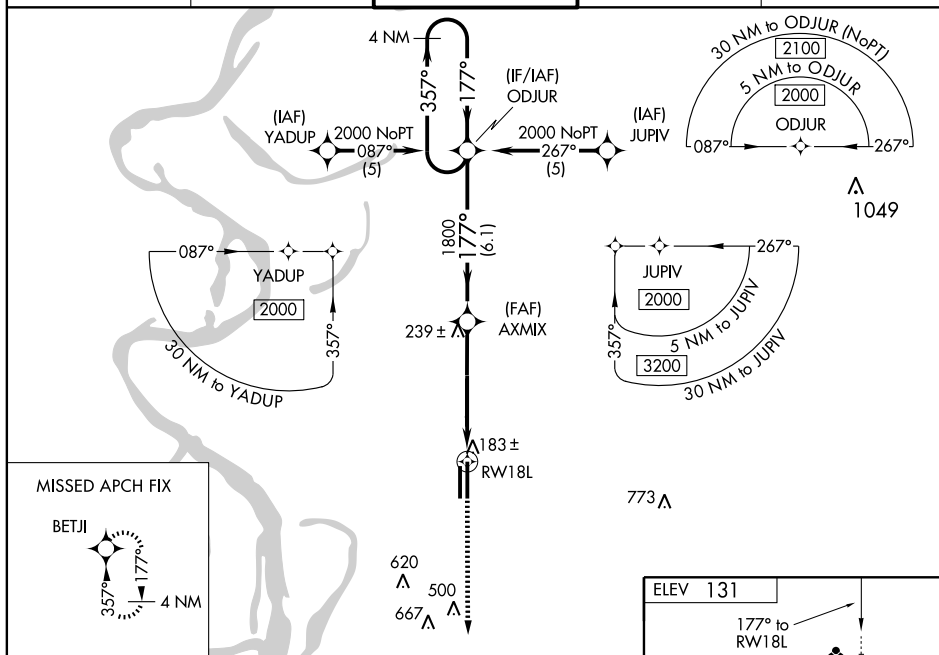
GREENVILLE/MID DELTA RGNL (GLH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility $\frac{1}{2}$ mile, Cat D visibility $\frac{1}{4}$ mile, increase LNAV Cat C visibility $\frac{1}{4}$ mile, and increase Circling Cat D visibility $\frac{1}{4}$ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.



MISSED APPROACH:
Climb to 2000 direct
BETJ1 and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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WAAS CH 70411 W18B	APP CRS 177°	Rwy Idg 7019 TDZE 128 Apt Elev 131
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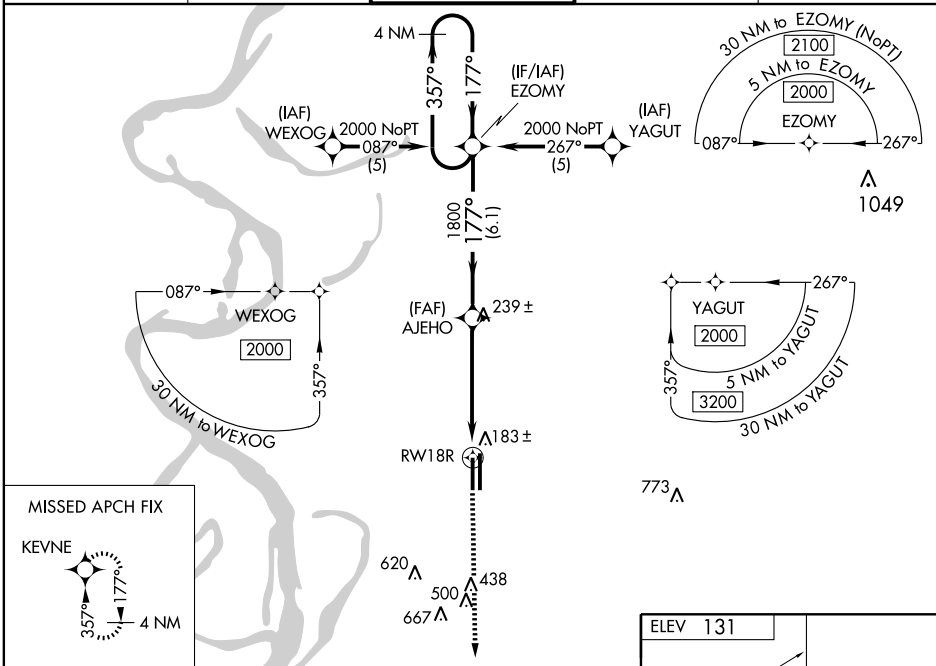
RNAV (GPS) RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

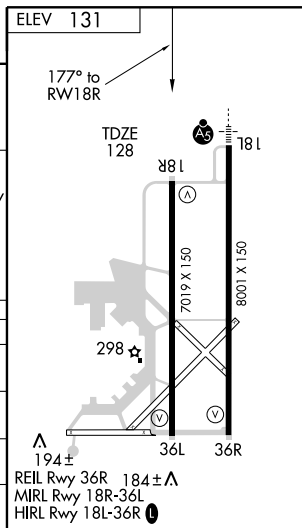
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
 ▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
KEVNE and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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4 NM Holding Pattern	EZOMY	AJEHO	RW18R	2000	KEVNE
2000	357°	177°	177°	1800	
GS 3.00° TCH 50					
CATEGORY	A	B	C	D	
LPV DA		378-1	250 (300-1)		
LNAV/VNAV DA		446-1	318 (400-1)		
LNAV MDA		480-1	352 (400-1)	480-1¼ 352 (400-1¼)	
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)	



WAAS CH 77611 W36A	APP CRS 357°	Rwy Idg TDZE 130 Apt Elev 131	7019
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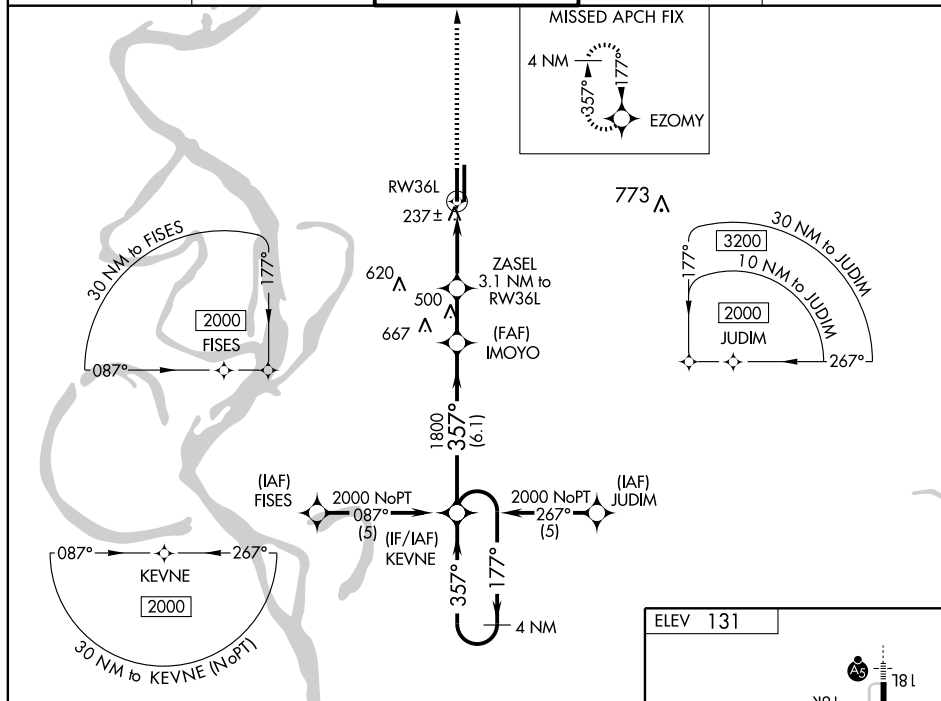
RNAV (GPS) RWY 36L

GREENVILLE/MID DELTA RGNL (GLH)

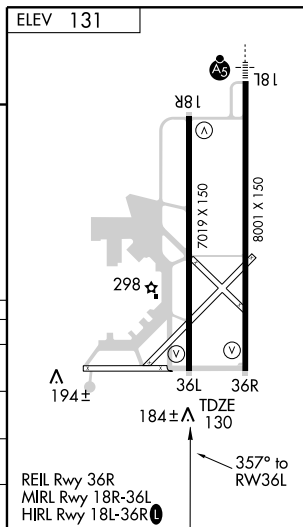
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
EZOMY and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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2000 ↑ EZOMY	4 NM Holding Pattern			
*LNAV only	*1.2 NM to RW36L	*1.9 NM	*2 NM	*1160
RW36L				
ZASEL 3.1 NM to RW36L				
IMOYO				
KEVNE				
177° → 2000				
← 357°				
GS 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	467-1¼ 337 (400-1¼)			
LNAV/VNAV DA	512-1¼ 382 (400-1¼)			
LNAV MDA	540-1 410 (500-1)			
CIRCLING	600-1 469 (500-1)			
	600-1½ 469 (500-1½)			
	700-2 569 (600-2)			



WAAS CH 81911 W36B	APP CRS 357°	Rwy Idg TDZE 129 Apt Elev 131	8001
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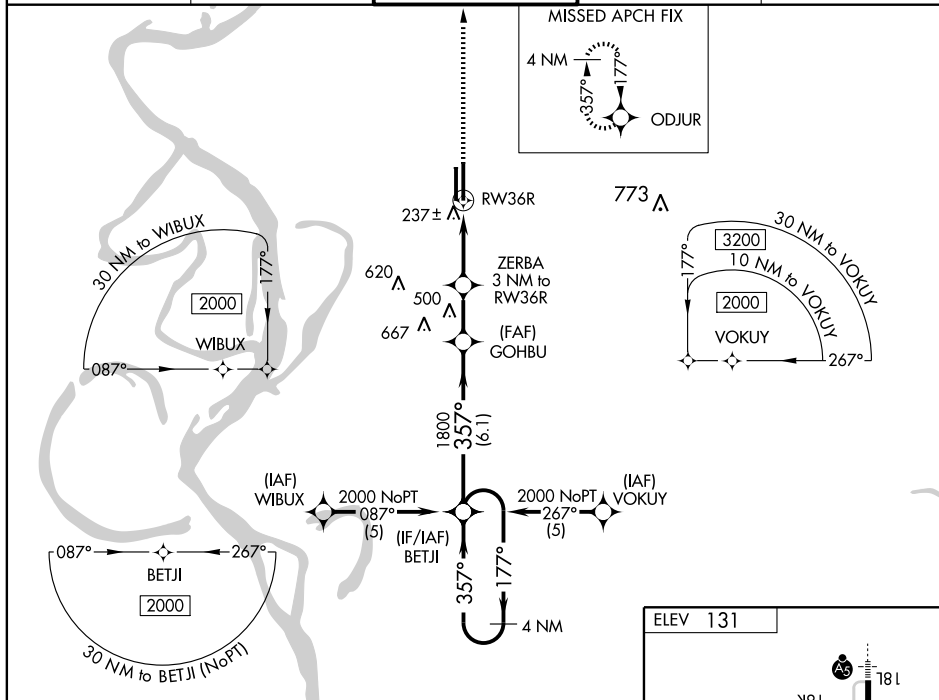
RNAV (GPS) RWY 36R

GREENVILLE/MID DELTA RGNL (GLH)

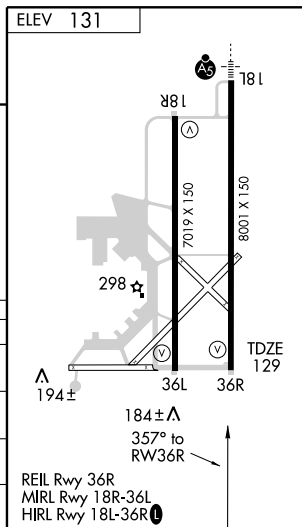
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH:
Climb to 2000 direct ODJUR and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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2000	ODJUR	4 NM Holding Pattern	
*LNAV only	*1.1 NM to RW36R	*1140	1800
			GS 3.00° TCH 50
CATEGORY	A	B	C
LPV DA	379-1	250 (300-1)	
LNAV/VNAV DA	512-1¼	383 (400-1¼)	
LNAV MDA	540-1 411 (500-1)	540-1¼ 411 (500-1¼)	
CIRCLING	600-1 469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)



VOR/DME GLH 110.2 Chan 39	APP CRS 175°	Rwy Idg 8001 TDZE 129 Apt Elev 131
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VOR/DME RWY 18L

GREENVILLE/MID DELTA RGNL (GLH)

▼ If local altimeter setting not received, use Greenwood
▲ altimeter setting and increase all MDAs 120 feet.

MALSR
AS

MISSED APPROACH: Climb to 2000 via GLH VOR/DME
R-176 to FLAMM Int/GLH 12 DME and hold.

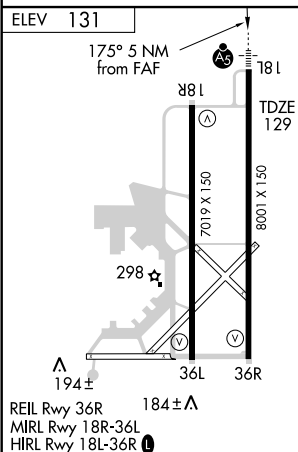
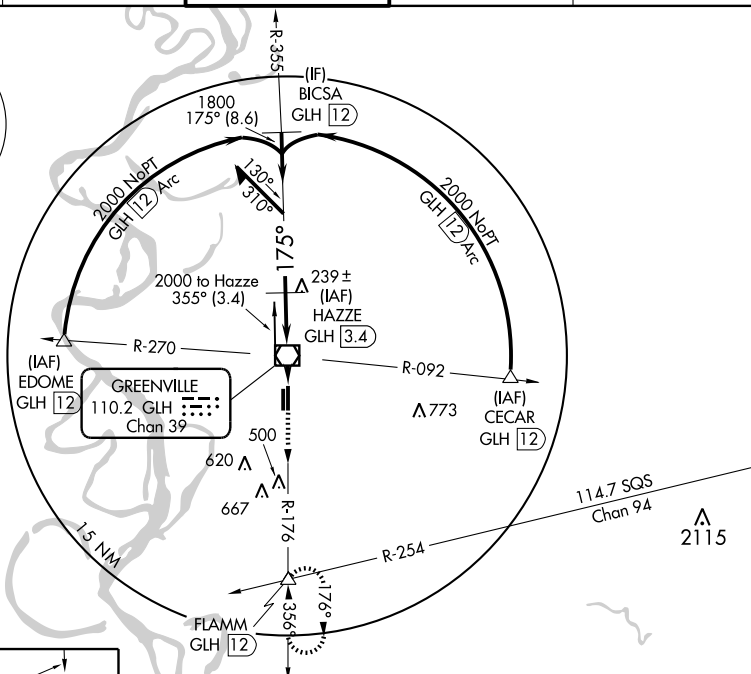
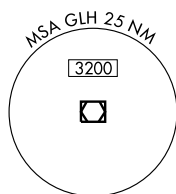
ASOS
125.525

MEMPHIS CENTER
135.875 269.35

GREENVILLE TOWER ★
119.0 (CTAF) 256.9

GND CON
121.8 256.9

UNICOM
122.95



Knots	60	90	120	150	180
Min:Sec					

<p>Remain within 10 NM</p> <p>HAZZE GLH 3.4</p> <p>2000</p> <p>355°</p> <p>175°</p> <p>1800</p> <p>3.06°</p> <p>TCH 45</p> <p>VOR/DME</p> <p>3.4 NM</p> <p>1.6 NM</p> <p>2000</p> <p>FLAMM</p> <p>GLH R-176</p> <p>GLH 12</p>				
CATEGORY	A	B	C	D
S-18L	500-1½ 371 (400-1½)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

VOR/DME GLH 110.2 Chan 39	APP CRS 183°	Rwy Idg TDZE 128 Apt Elev 131
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VOR/DME RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

▼ If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

▲

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

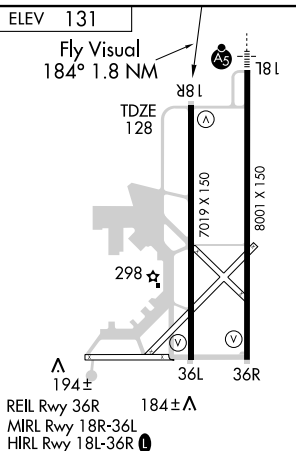
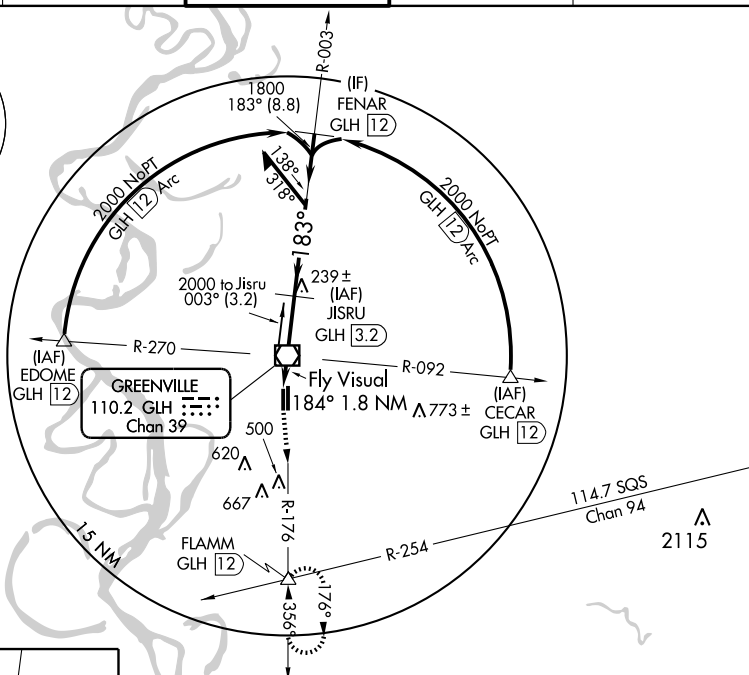
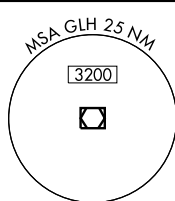
ASOS
125.525

MEMPHIS CENTER
135.875 269.35

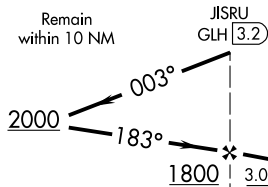
GREENVILLE TOWER*
119.0 (CTAF) 0 256.9

GND CON
121.8 256.9

UNICOM
122.95



Remain within 10 NM



CATEGORY	A	B	C	D
S-18R	500-2 372 (400-2)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

GREENWOOD—LEFLORE (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'

MEMPHIS

162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO

H-6J, L-18G

Rwy 18-36: H6503X150 (ASPH) S-100, D-176, 2S-175, 2D-300, 2D/2D2-560 HIRL

IAP

Rwy 18: MALSR. Trees.

Rwy 05-23: H5005X150 (ASPH) S-30 MIRL 0.3% up NE

Rwy 05: VASI(V4L)—GA 3.0° TCH 34'.

Rwy 23: Trees.

Rwy 09-27: H2689X60 (ASPH) S-30 0.4% up E

Rwy 27: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon-Fri 1300-0100Z, Sat-Sun 1400-2300Z. Fee for fuel after hrs call 662-453-5756 or 662-299-5616 or 662-455-5530 by appointment after hrs. Rwy 05-23 CLOSED indef. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18-36. Rwy 09 and 27 rapidly rising terrain. Rwy 09-27 not controlled by twr. Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05-23 to S-42, D-60 in unusual situations. Operator using Rwy 09-27 must be familiar with Greenwood twr Letter to Airman 97-1. Rwy 09-27 no centerline. Rwy 05-23 has minor cracking and is rough and uneven. Rwy 09-27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MIRL Rwy 05-23, HIRL Rwy 18-36 and MALSR Rwy 18—CTAF. VASI Rwy 05 opr continuously.

WEATHER DATA SOURCES: ASOS 119.975 (662) 453-3304.

COMMUNICATIONS: CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5

TOWER 118.35 (1400-0000Z) GND CON 125.55 CLNC DEL 125.55

AIRSPACE: CLASS D svc 1400-0000Z other times CLASS E.

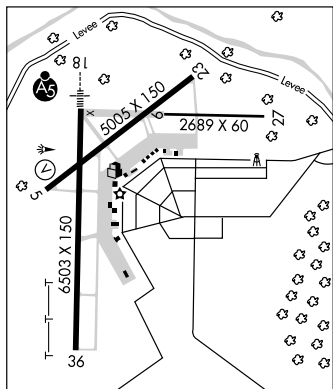
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

TEOCK NDB (LOM) 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

ILS 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

COMM/NAV/WEATHER REMARKS: Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.



GRENADA MUNI (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

MEMPHIS

208 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

Rwy 13-31: H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300 MIRL

IAP

Rwy 13: MALSR VASI(V4L)—GA 3.0° TCH 52'.

Rwy 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.

Rwy 04-22: H5000X100 (ASPH) S-60, D-200, 2S-175, 2D-300

Rwy 04: Trees. Rwy 22: Thld dsplcd 225'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1400-0000Z. For fuel after hrs call 662-809-1550 or 662-417-0880. Aerobatic acft 4,500' and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS between Mar-Oct annually.

WEATHER DATA SOURCES: AWOS-3 118.025 (662) 227-3407.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

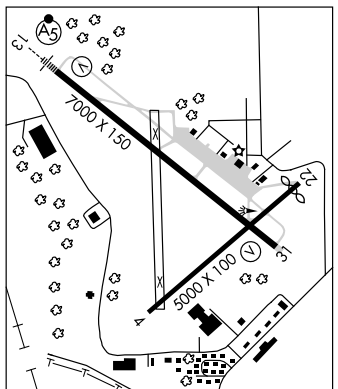
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

SCOBEY NDB (MHW) 245 SBQ N33°53.47' W89°52.47' 132°

5.2 NM to fld. Unusable byd 20 NM.

ILS/DME 110.9 I-GNF Chan 46 Rwy 13.



LOC I-GWO 111.3	APP CRS 179°	Rwy Idg TDZE 145 Apt Elev 162	6503
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ILS or LOC RWY 18

GREENWOOD-LEFLORE (GWO)



For inoperative MALSR, increase S-LOC 18
Cats A, B, C visibility to 1 mile.



MISSED APPROACH: Climb to 1000 then climbing
right turn to 2500 direct SQS VORTAC and hold.

ASOS
119.975

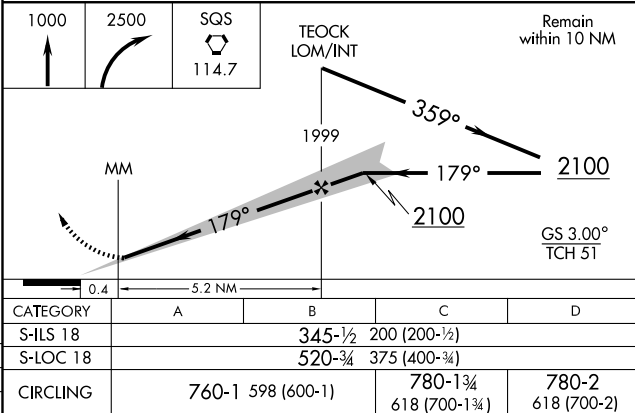
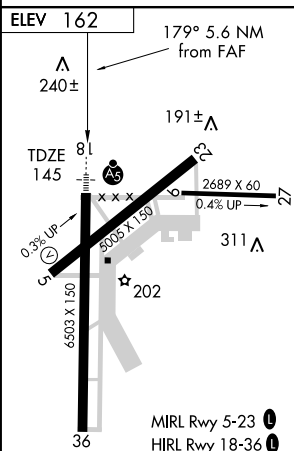
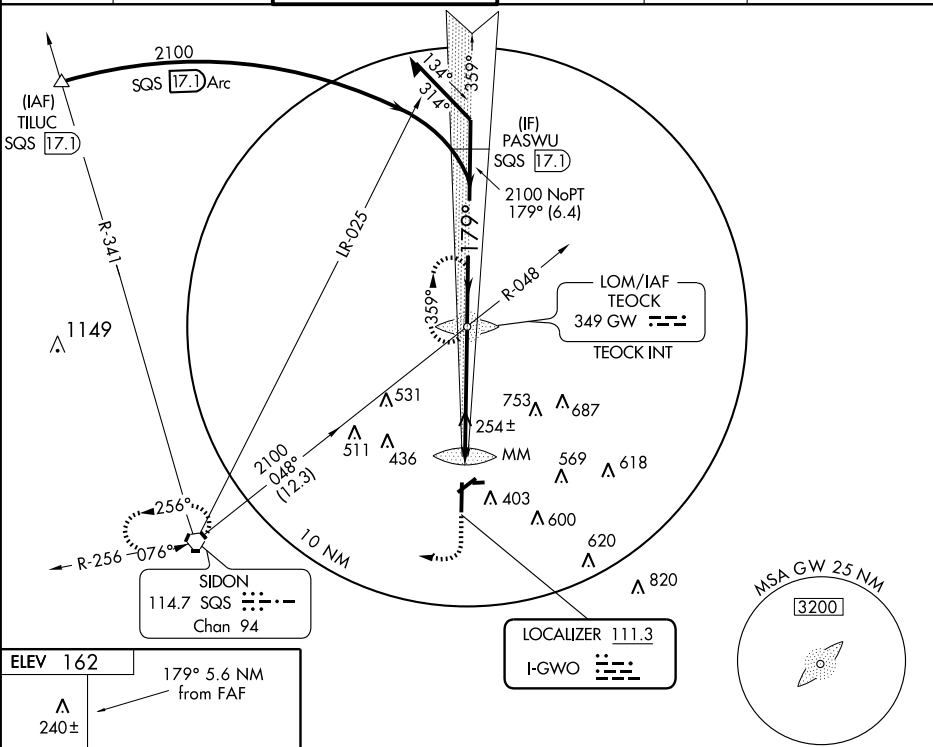
MEMPHIS CENTER
132.5 259.1

GREENWOOD TOWER ★
118.35 (CTAF) 0 367.6

GND CON
125.55 373.4

CLNC DEL
125.55

UNICOM
122.95



RNAV (GPS) RWY 5

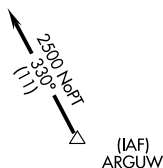
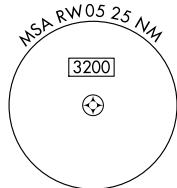
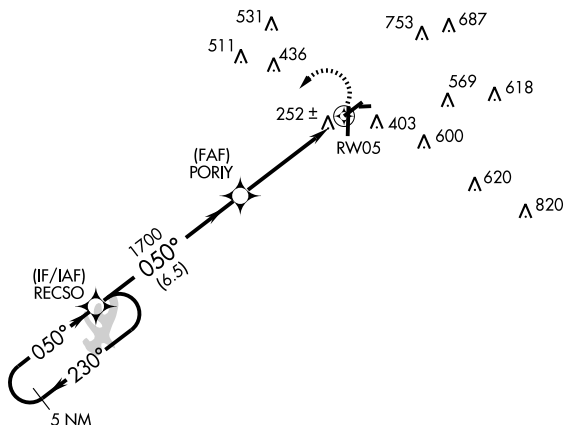
GREENWOOD-LEFLORE (GWO)

APP CRS
050°Rwy Idg **5005**
TDZE **149**
Apt Elev **162**

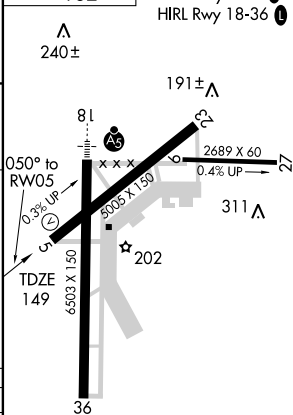
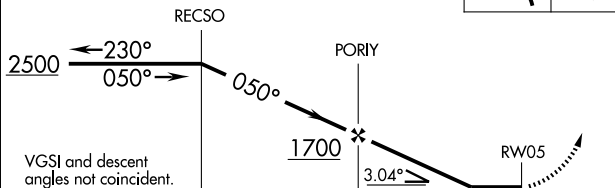
DME/DME RNP-0.3 NA.

MISSED APPROACH: Left turn to 2500 direct
RECSO and hold.ASOS
119.975MEMPHIS CENTER
132.5 259.1GREENWOOD TOWER ★
118.35 (CTAF) **0 367.6**GND CON
125.55 373.4CLNC DEL
125.55UNICOM
122.95

△ 1149

Procedure NA for arrivals at ARGUW via V555
southeast bound. NoPT for arrival at RECSO
on V9-11 northbound.

ELEV 162

MIRL Rwy 5-23
HIRL Rwy 18-365 NM
Holding PatternVGSJ and descent
angles not coincident.

6.5 NM 4.7 NM

CATEGORY	A	B	C	D
RNAV MDA	580-1 431 (500-1)	580-1 431 (500-1 1/4)	580-1 1/2 431 (500-1 1/2)	580-1 1/2 431 (500-1 1/2)
CIRCLING	760-1 598 (600-1)	780-1 3/4 618 (700-1 3/4)	780-2 618 (700-2)	780-2 618 (700-2)

GREENWOOD, MISSISSIPPI

Orig 08101

33° 30' N-90° 05' W

GREENWOOD-LEFLORE (GWO)

RNAV (GPS) RWY 5

RNAV (GPS) RWY 18
GREENWOOD-LEFLORE (GWO)

GREENWOOD-LEFLORE (GWO)

WAAS CH 50199 W18A	APP CRS 179°	Rwy Idg 6503 TDZE 145 Apt Elev 162
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T DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALS, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

MALSR



MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

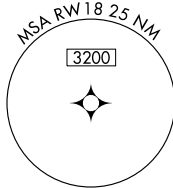
ASOS
119.975

MEMPHIS CENTER
132.5 259.1

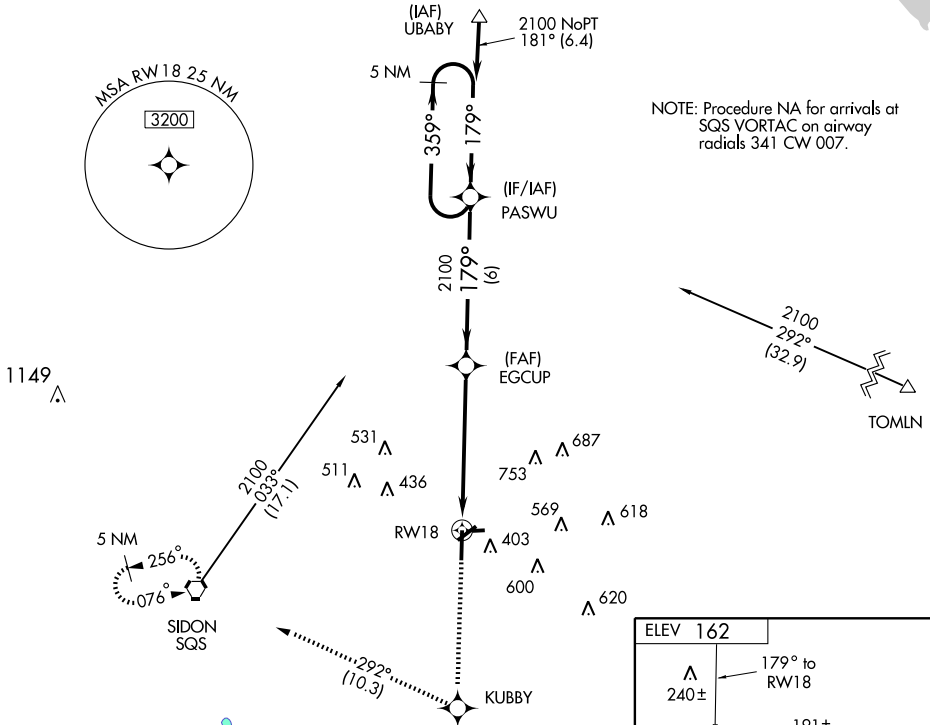
GREENWOOD TOWER ★
118.35 (CTAF) **L** 367.6

GND CON
125.55 373.4

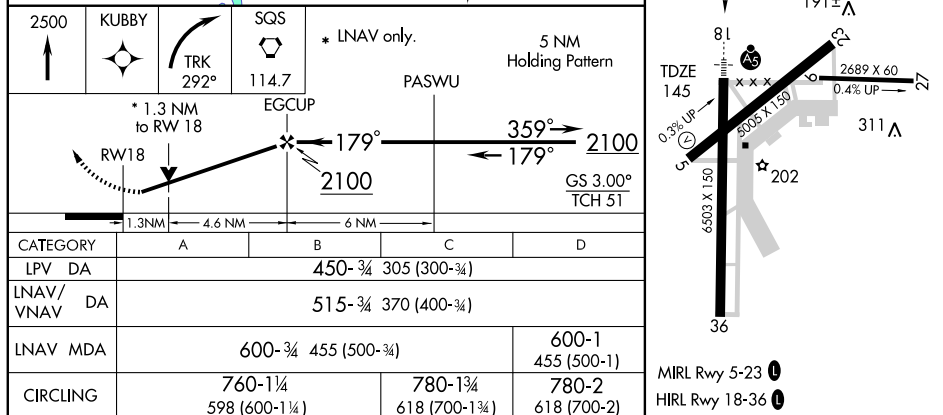
CLNC DEL
125.55

UNICOM
122.95

NOTE: Procedure NA for arrivals at SQS VORTAC on airway radials 341 CW 007.



SC-4, 23 SEP 2010 to 21 OCT 2010



GREENWOOD, MISSISSIPPI

Amdt 1 08101

33° 30' N-90° 05' W

GREENWOOD-LEFLORE (GWO)

RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

GREENWOOD-LEFLORE (GWO)

 APP CRS
359°

 Rwy Idg **6503**
 TDZE **145**
 Apt Elev **162**

▽ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

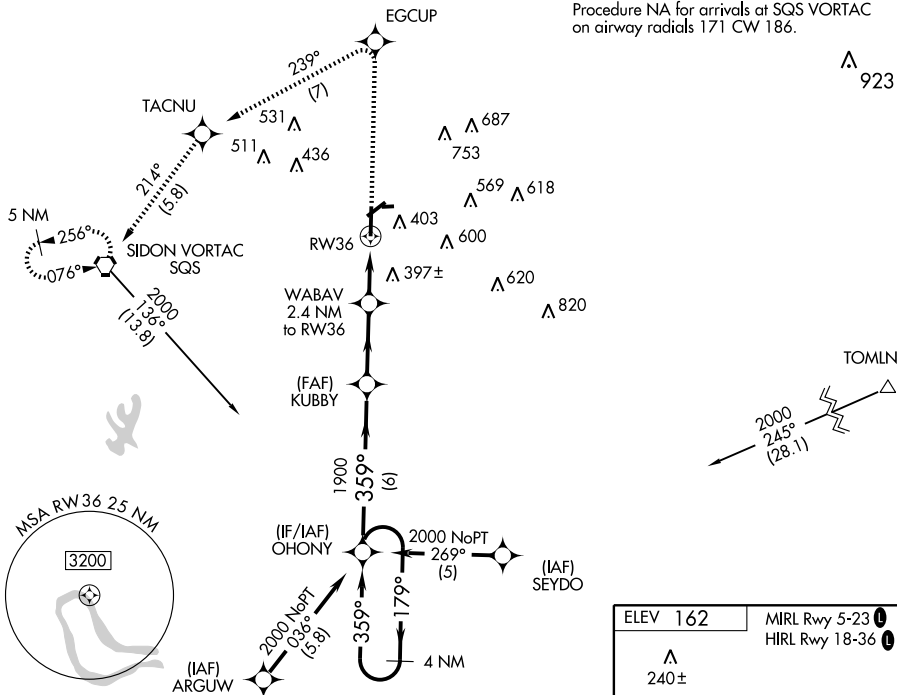
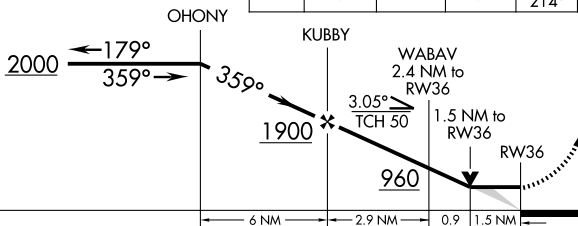
 ASOS
119,975

 MEMPHIS CENTER
132.5 259.1

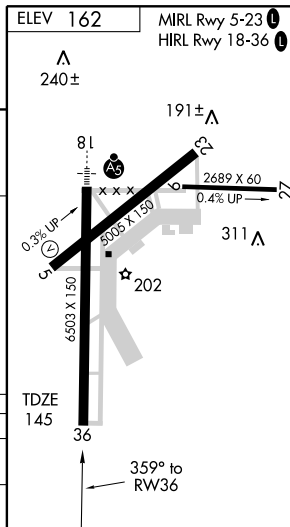
 GREENWOOD TOWER ★
118.35 (CTAF) 0 367.6

 GND CON
125.55 373.4

 CLNC DEL
125.55

 UNICOM
122.95

 4 NM
 Holding Pattern


CATEGORY	A	B	C	D
RNAV MDA	660-1 518 (600-1)	660-1½ 518 (600-1½)	660-1¾ 518 (600-1¾)	660-2 518 (600-2)
CIRCLING	760-1 598 (600-1)	780-1¾ 618 (700-1¾)	780-2 618 (700-2)	



VORTAC SQS 114.7 Chan 94	APP CRS 076°	Rwy ldg TDZE Apt Elev	5005 149 162
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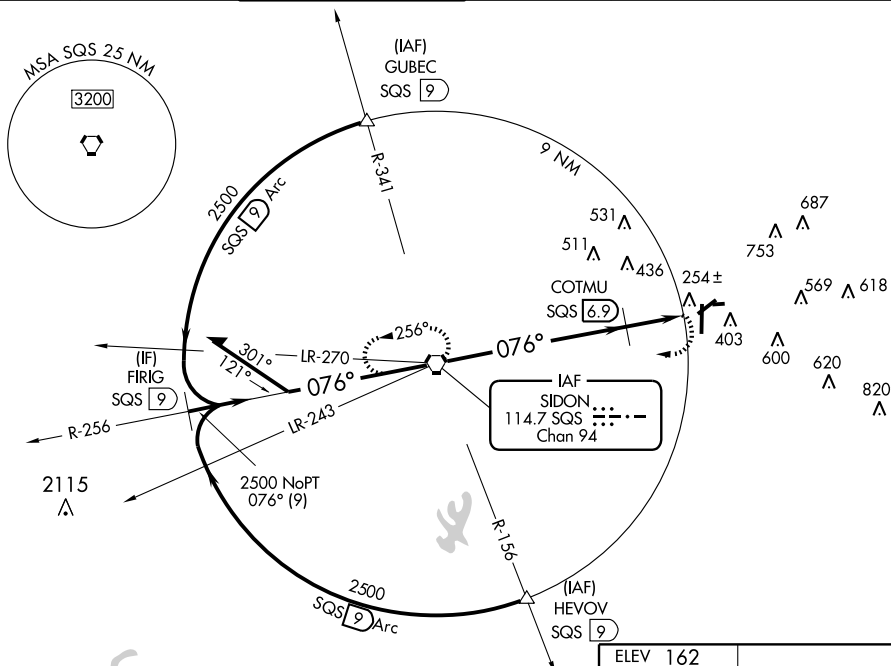
VOR RWY 5

GREENWOOD-LEFLORE (GWO)



MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER* 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
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Remain
within 10 NM

VORTAC

2500

SQS

2600

256°

076°

2500

076°

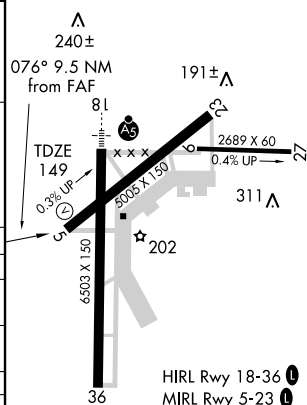
820

6.9 NM

2.6 NM

CATEGORY	A	B	C	D
S-5	820-1	671 (700-1)	820-2 671 (700-2)	820-2 ¼ 671 (700-2 ¼)
CIRCLING	820-1	658 (700-1)	820-2 658 (700-2)	820-2 ¼ 658 (700-2 ¼)
COTMU FIX MINIMUMS				
S-5	600-1	451 (500-1)	600-1 ¼ 451 (500-1 ¼)	600-1 ½ 451 (500-1 ½)
CIRCLING	760-1	598 (600-1)	780-1 ¾ 618 (700-1 ¾)	780-2 618 (700-2)

ELEV 162



FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

GREENWOOD—LEFLORE (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'

MEMPHIS

162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO

H-6J, L-18G

Rwy 18-36: H6503X150 (ASPH) S-100, D-176, 2S-175, 2D-300, 2D/2D2-560 HIRL

IAP

Rwy 18: MALS. Trees.

Rwy 05-23: H5005X150 (ASPH) S-30 MRL 0.3% up NE

Rwy 05: VASI(V4L)—GA 3.0° TCH 34'.

Rwy 23: Trees.

Rwy 09-27: H2689X60 (ASPH) S-30 0.4% up E

Rwy 27: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon-Fri 1300-0100Z, Sat-Sun 1400-2300Z. Fee for fuel after hrs call 662-453-5756 or 662-299-5616 or 662-455-5530 by appointment after hrs. Rwy 05-23 CLOSED indef. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18-36. Rwy 09 and 27 rapidly rising terrain. Rwy 09-27 not controlled by twr. Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05-23 to S-42, D-60 in unusual situations. Operator using Rwy 09-27 must be familiar with Greenwood twr Letter to Airman 97-1. Rwy 09-27 no centerline. Rwy 05-23 has minor cracking and is rough and uneven. Rwy 09-27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MRL Rwy 05-23, HIRL Rwy 18-36 and MALS Rwy 18—CTAF. VASI Rwy 05 opr continuously.

WEATHER DATA SOURCES: ASOS 119.975 (662) 453-3304.

COMMUNICATIONS: CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

TOWER 118.35 (1400-0000Z) GND CON 125.55 CLNC DEL 125.55

AIRSPACE: CLASS D svc 1400-0000Z other times CLASS E.

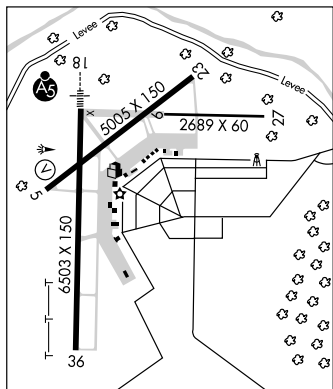
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

TEOCK NDB (LOM) 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

ILS 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

COMM/NAV/WEATHER REMARKS: Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.



GRENADA MUNI (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

MEMPHIS

208 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

Rwy 13-31: H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300 MRL

IAP

Rwy 13: MALS VASI(V4L)—GA 3.0° TCH 52'.

Rwy 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.

Rwy 04-22: H5000X100 (ASPH) S-60, D-200, 2S-175, 2D-300

Rwy 04: Trees. Rwy 22: Thld dsplcd 225'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1400-0000Z. For fuel after hrs call 662-809-1550 or 662-417-0880. Aerobatic acft 4,500' and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS between Mar-Oct annually.

WEATHER DATA SOURCES: AWOS-3 118.025 (662) 227-3407.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

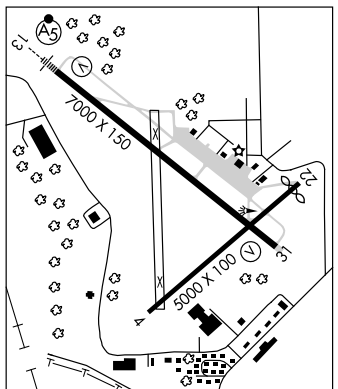
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

SCOBEY NDB (MHW) 245 SBQ N33°53.47' W89°52.47' 132°

5.2 NM to fld. Unusable byd 20 NM.

ILS/DME 110.9 I-GNF Chan 46 Rwy 13.



LOC/DME I-GNF 110.9 Chan 46	APP CRS 131°	Rwy Idg 7000 TDZE 208 Apt Elev 208
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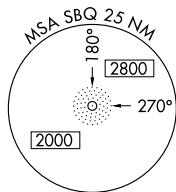
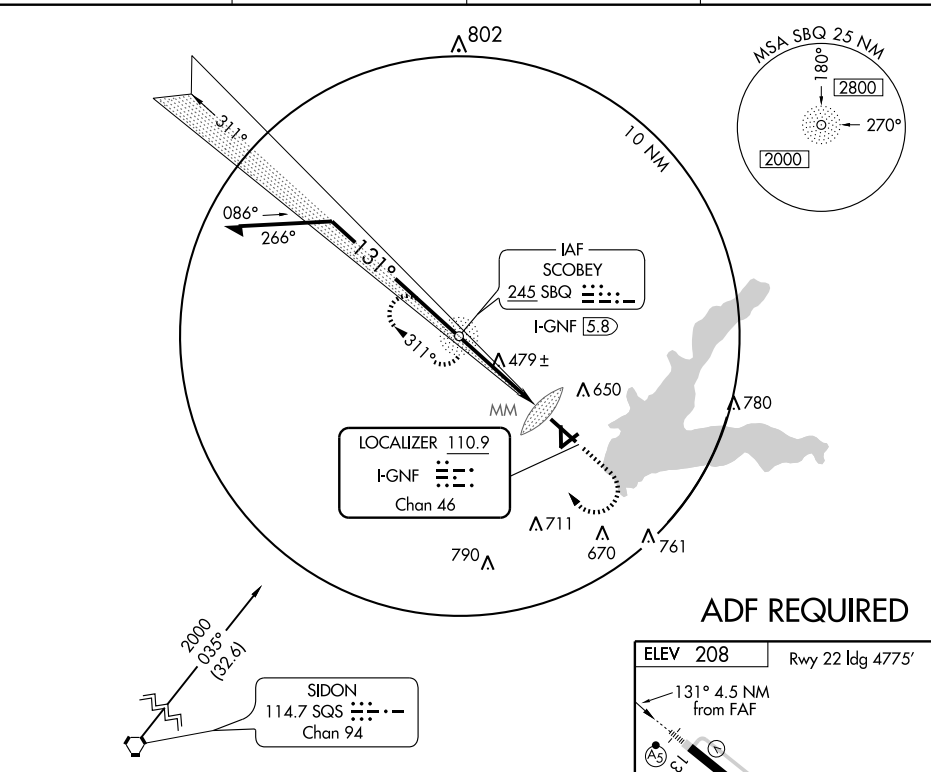
ILS or LOC RWY 13 GRENADA MUNI (GNF)

▼ If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA
▲ NA when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.

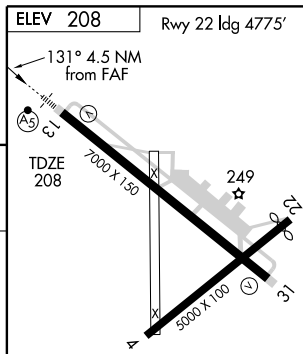


MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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ADF REQUIRED



<p>Remain within 10 NM</p> <p>2000 311° 131° 1700</p> <p>GS 3.00° TCH 55</p> <p>1694</p> <p>3 NM 1 NM 0.5</p>			
<p>NDB I-GNF 5.8</p> <p>1100 2000 SBQ 245</p> <p>I-GNF 2.8 I-GNF 1.3</p> <p>MM</p>			
CATEGORY	A	B	C
S-ILS-13	408-½ 200 (200-½)		
S-LOC-13	740-½	532 (600-½)	740-1 532 (600-1)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)

ELEV 208	Rwy 22 Idg 4775'
131° 4.5 NM from FAF	249
TDZE 208	7000 X 130
	5000 X 100
MRL Rwy 13-31	
FAF to MAP 4.5 NM	
Knots	60 90 120 150 180
Min:Sec	4:30 3:00 2:15 1:48 1:30

NDB SBQ 245	APP CRS 131°	Rwy Idg TDZE Apt Elev 7000 208 208
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NDB RWY 13

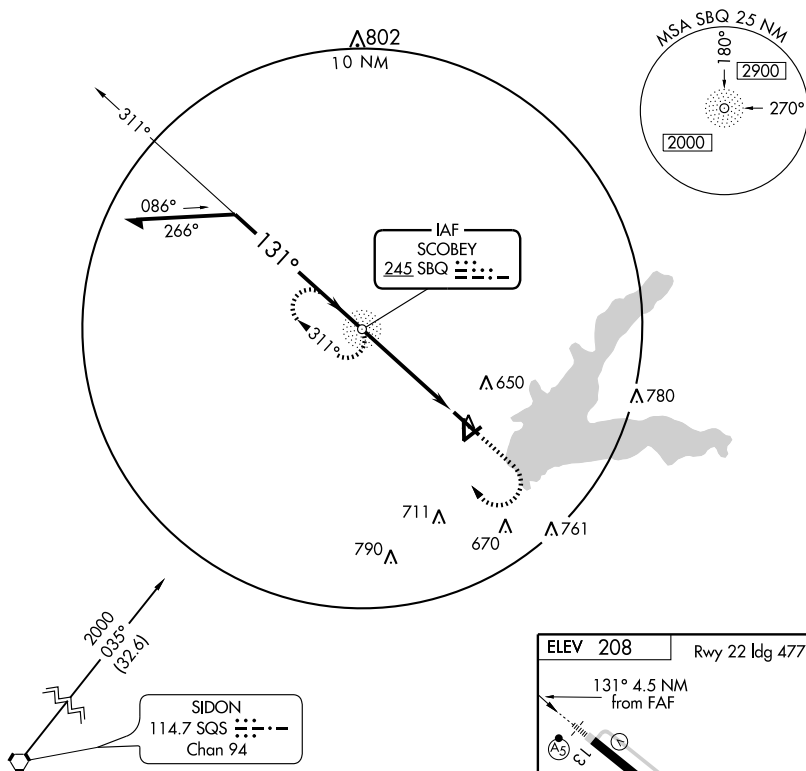
GRENADA MUNI (GNF)

▼ When local altimeter setting not received,
▲ NA use Greenwood altimeter setting.

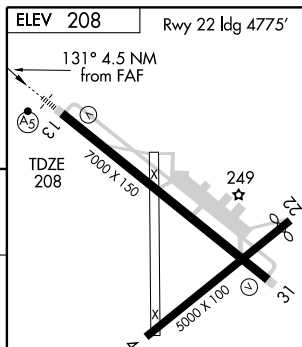
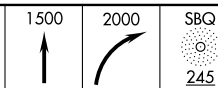
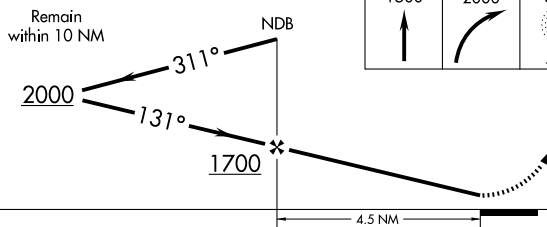


MISSED APPROACH: Climb to 1500 then climbing
right turn to 2000 direct SBQ NDB and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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Remain
within 10 NM



MIRL Rwy 13-31

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

APP CRS
051°

Rwy Idg	5000
TDZE	196
Apt Elev	208

RNAV (GPS) RWY 4

GRENADA MUNI (GNF)



DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.



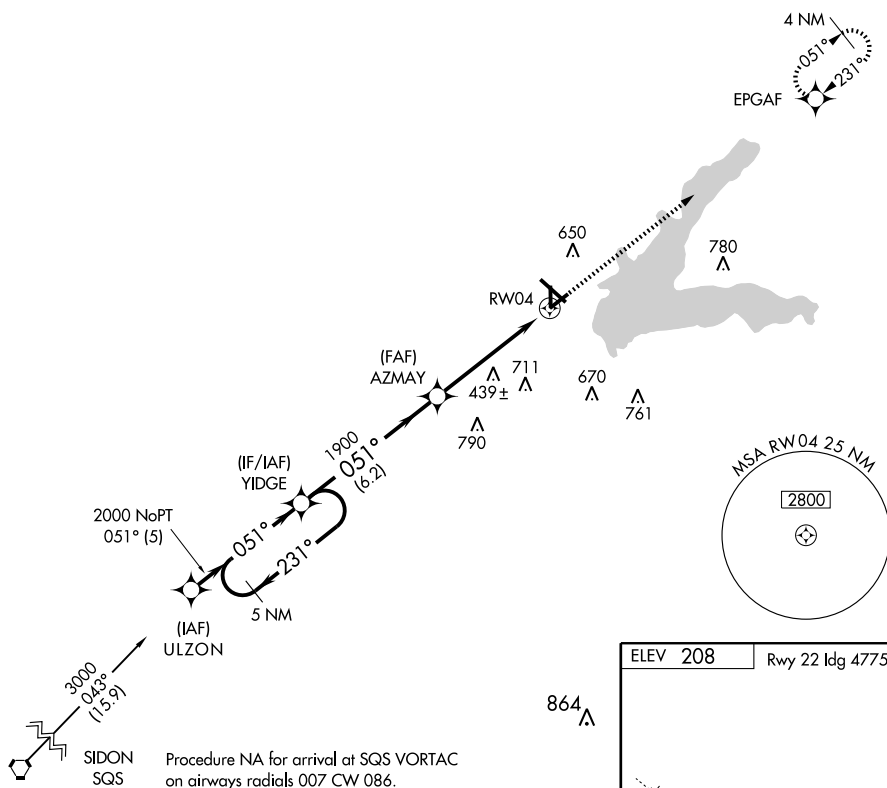
MISSED APPROACH: Climb to
2000 direct EPGAF and hold.

AWOS-3
118.025

MEMPHIS CENTER
128.5 381.4

GCO
121.72

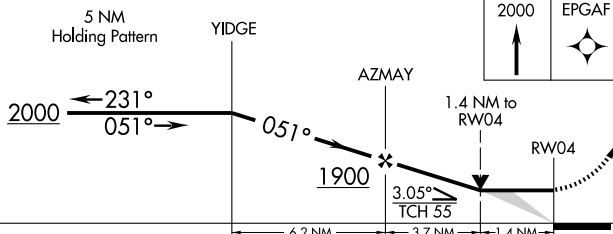
UNICOM
122.8 (CTAF)



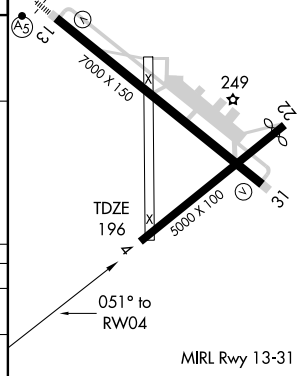
Procedure NA for arrival at SQS VORTAC
on airways radials 007 CW 086.

ELEV 208

Rwy 22 Idg 4775'



CATEGORY	A	B	C	D
LNAV MDA	700-1 504 (500-1)		700-1½ 504 (500-1½)	
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)



GRENADA, MISSISSIPPI

Orig 08157

33° 50' N-89° 48' W

GRENADA MUNI (GNF)

RNAV (GPS) RWY 4

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

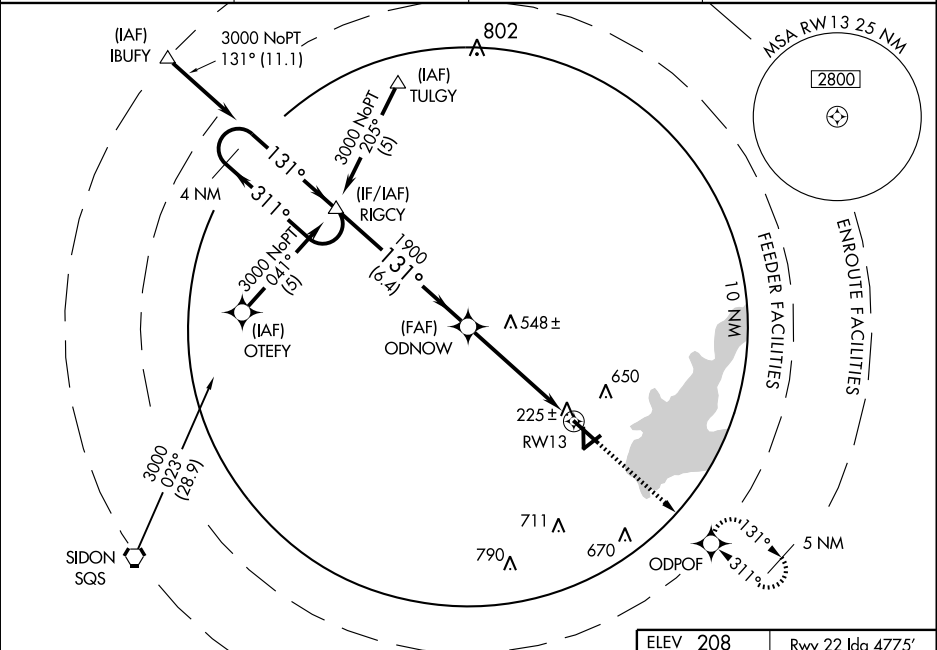
WAAS CH 97328 W13A	APP CRS 131°	Rwy Idg TDZE 200 Apt Elev 208
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▽ DME/DME RNP-0.3 NA. For inoperative MALS increase LPV visibility to $\frac{3}{4}$ all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.



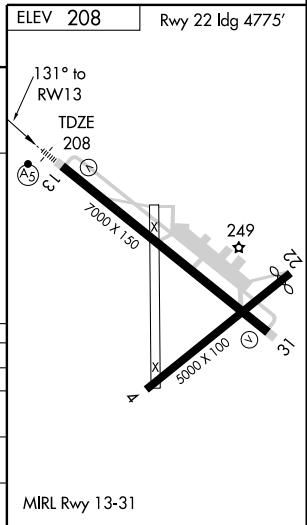
MISSED APPROACH:
Climb to 2100 direct
ODPOF and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals at SQS VORTAC via V9 southbound.

4 NM Holding Pattern RIGCY		2100 ODPOF	
3000 ← 311° / 131° →		*1.6 NM to RWY 13	
GS 3.00° TCH 55		RWY 13	
1900		*1.6 NM to RWY 13	
6.4 NM		3.5 NM	
1.6 NM		1.6 NM	
CATEGORY	A	B	C
LPV DA	458-1/2 250 (300-1/2)		
LNAV/VNAV DA	769-1/2 561 (600-1/2)		
LNAV MDA	780-1/2 572 (600-1/2)	780-1 572 (600-1)	780-1 572 (600-1 1/4)
CIRCLING	1000-2 792 (800-2)	1000-2 792 (800-2 1/4)	1000-2 792 (800-2 1/2)



RNAV (GPS) RWY 22

GRENADA MUNI (GNF)

APP CRS
231°Rwy Idg **4775**
TDZE **201**
Apt Elev **208**

▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

△ NA

MISSED APPROACH: Climb to 2000 direct YIDGE and hold.

AWOS-3
118.025MEMPHIS CENTER
128.5 381.4GCO
121.72UNICOM
122.8 (CTAF)

△ TULGY 3000
096°
(13.1)

(IAF)
OTIXY

4 NM

051°

231°

2000 NoPT
(5)(IF/IAF)
EPGAF2000 NoPT
(5)

321°

231°

(IAF)
ESOPY(FAF)
RELOF1900
231°
(6.2)650
△

RW22

761
△780
△670
△711
△790
△2000
(3.2.6)

NEEON

Procedure NA for arrivals at
NEEON via V278 eastbound.

YIDGE

051°
231°
5 NM

ELEV 208

Rwy 22 Idg 4775'

MSA RW 22 25 NM

2800

912
△

2000

YIDGE

↑

★

4 NM

Holding Pattern

EPGAF

RELOF

1.8 NM to
RW22

RW22

1900

3.04°
TCH 55

1.8

3.3 NM

6.2 NM

CATEGORY

A

B

C

D

LNAV MDA

840-1

639 (700-1)

840-1¾

840-2

639 (700-1¾)

639 (700-2)

CIRCLING

1000-1

1000-1¼

1000-2¼

1000-2½

792 (800-1)

792 (800-1¼)

792 (800-2¼)

792 (800-2½)

MIRL Rwy 13-31

RNAV (GPS) RWY 31

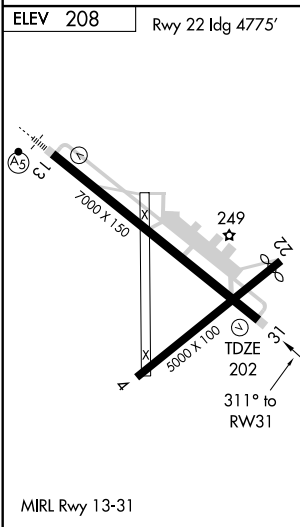
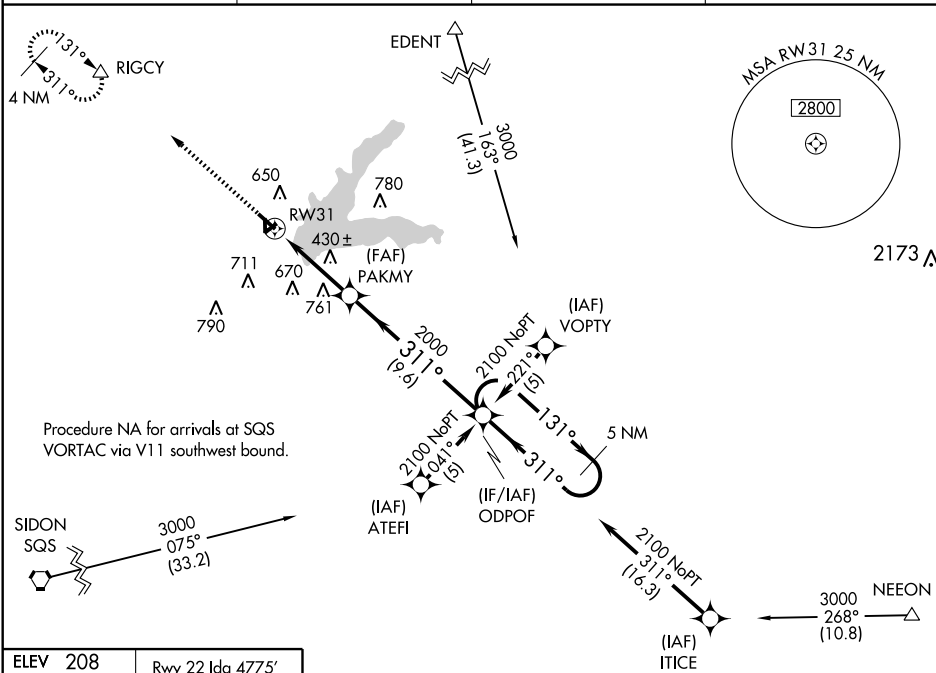
GRENADA MUNI (GNF)

WAAS CH 40029 W31A	APP CRS 311°	Rwy Idg TDZE Apt Elev	7000 202 208
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▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.
▲ NA

MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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3000	RIGCY ▲	*LNAV only.	PAKMY	ODPOF	5 NM Holding Pattern
		*2.4 NM to RWY 31			
		2.4 NM	3 NM	9.6 NM	
CATEGORY	A	B	C	D	
LPV DA	452-¾ 250 (300-¾)				GS 3.00° TCH 56
LNAV/VNAV DA	698-1¾ 496 (500-1¾)				
LNAV MDA	1020-1 818 (900-1)	1020-1¼ 818 (900-1¼)	1020-2½ 818 (900-2½)	1020-2¾ 818 (900-2¾)	
CIRCLING	1020-1¾ 812 (900-1¾)		1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)	

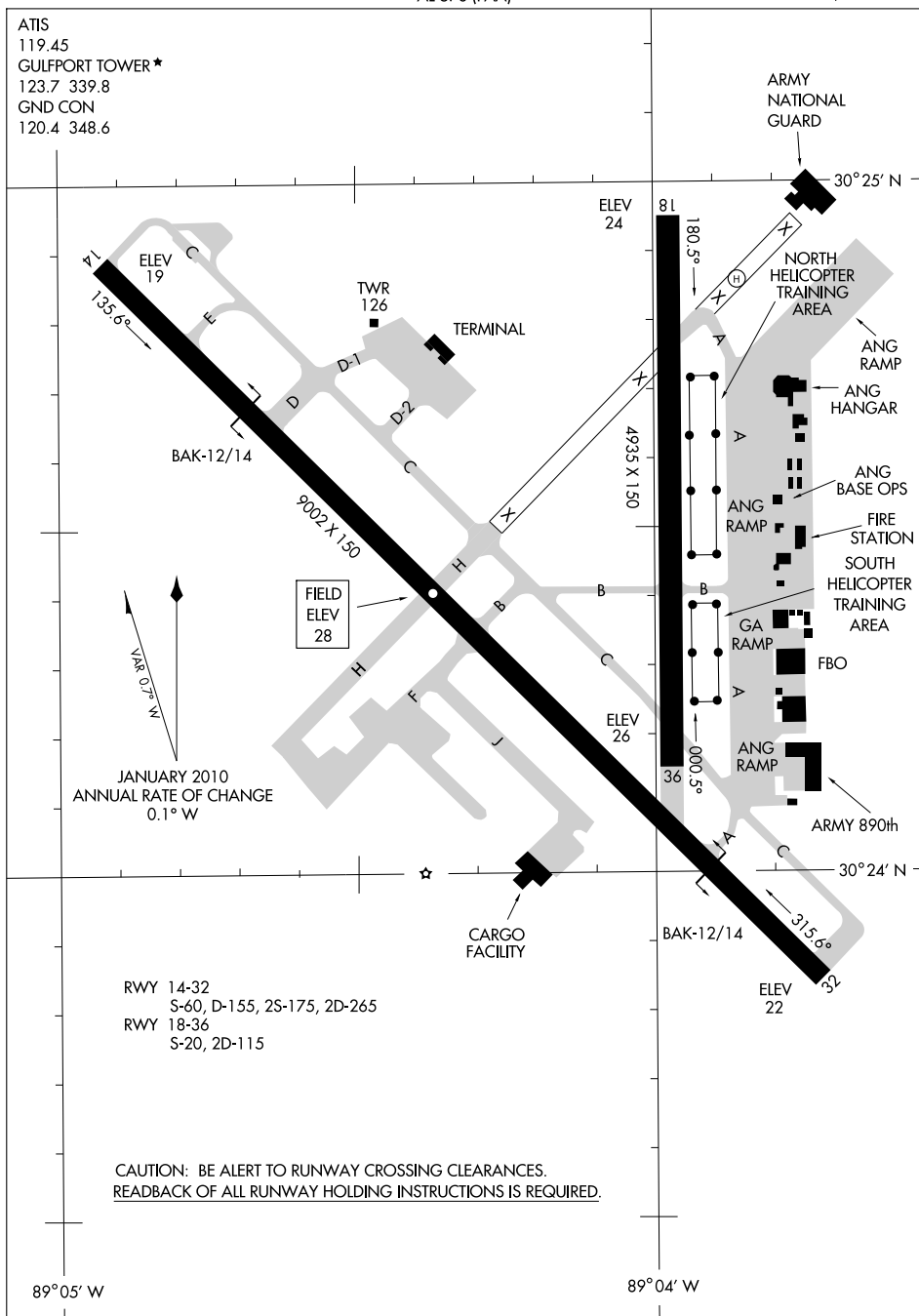
AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI

ATIS
119.45
GULFPORT TOWER ★
123.7 339.8
GND CON
120.4 348.6

SC-4, 23 SEP 2010 to 21 OCT 2010



SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

GULFPORT, MISSISSIPPI
GULFPORT-BILOXI INTL (GPT)

GULFPORT-BILOXI INTL (GPT) 3 NE UTC-6(-5DT) N30°24.44' W89°04.21'

NEW ORLEANS

28 B S4 FUEL 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index B H-7E, 8F, L-21C, 22G, GOMC IAP, AD

NOTAM FILE GPT
RWY 14-32: H9002X150 (ASPH-CONC) S-60, D-155, 2S-175, 2D-265 HIRL

RWY 14: MALSR. PAPI(P4R)—GA 3.0° TCH 60' Trees.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 47'. Tower.

RWY 18-36: H4935X150 (ASPH-GRVD) S-20, 2D-115 MIRL

RWY 18: PAPI(P4R)—GA 3.0° TCH 47'. Tree.

RWY 36: VASI(V4L)—GA 3.0° TCH 34'. Trees.

ARRESTING GEAR/SYSTEMS

RWY 14 ←BAK-14 BAK-12B (B) (1800')

BAK-14 BAK-12B (B) (1300') →RWY 32

AIRPORT REMARKS: Attended 1200-0500Z†. After hrs svc call

228-864-2576. 150' AGL crane 4600' N of Rwy 18 thld.

Numerous low flying fish spotter acft opr near shoreline between

Pascagoula and Gulfport SR-SS. Maverick pad apron area on N

end of Twy C restricted to military acft use only. TPA—jets

1528(1500) conventional 1228(1200) light single-engine

828(800). Arresting gear avbl during ANG ops with 30 min prior

notice. Acft over 115,000 lbs are restricted from 180° turns on

asph portion of Rwy 18-36. Acft with wingspan greater than 223'

are restricted from opr on Twy C between Twy A and AER 32. Civil acft with wingspan of 132' or greater and all

air carrier acft must be escorted along Twy A north of Twy C by gnd handling agent. Military acft or acft

supporting mil mission with wingspan of 132' or greater must have escort or coordinate taxi procedures with gnd

handling agent prior to taxiing on Twy A. Acft opr as scheduled or charter passenger svc shall not taxi on Twy A

north of Twy B intersection without escort from gnd handling agent or arpt authority. Twy F clsd indef. Acft over

155,000 lbs are restricted from using the N part of Twy A at Rwy 18-36. Acft over 316,000 lbs are restricted

from using the S part of Twy A between Twy C and Rwy 14-32. Due to apron activity acft with wingspan greater

than 170' should be alert on Twy A between Twy C and Twy B. Rwy 14 and Rwy 32 touchdown, runway visual

range avbl. When twr clsd ACTIVATE HIRL Rwy 14-32, PAPI Rwy 18, VASI Rwy 36, MALSR Rwy 14 and MALSR

Rwy 32—CTAF. MRL Rwy 18-36 not avbl when twr clsd. PAPI Rwy 14 and VASI Rwy 32 opr continuously. Flight

Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (228) 867-9937. HIWAS 109.0 GPT. LAWRS.

COMMUNICATIONS: CTAF 123.7 ATIS 119.45 UNICOM 122.95

RCO 122.1R 109.0T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z†)

TOWER 123.7 (1200-0500Z†) GND CON 120.4

AIRSPACE: CLASS D svc 1200-0500Z† other times CLASS G.

TRSA svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.

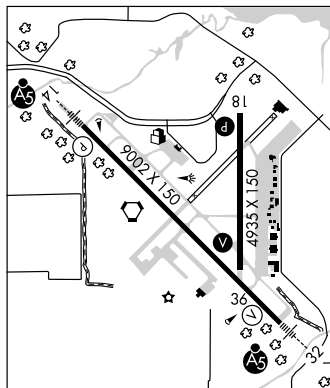
(L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' at fld. 23/02E. HIWAS.

BAYOU NDB (LOM) 360 GP N30°29.13' W89°09.73' 132° 6.7 NM to fld.

ILS 110.9 I-GPT Rwy 14. LOM BAYOU NDB. ILS unmonitored when twr closed.

ILS 108.3 I-UXI Rwy 32. Class IA. Unmonitored when twr clsd.

ASR (1200-0500Z†)



G. V. MONTGOMERY (See FOREST)

HANCO N30°27.06' W89°27.32' NOTAM FILE HSA.

NDB (MHW/LOM) 221 HS 179° 5 NM to Stennis Intl.

NEW ORLEANS

L-21B, 22G, GOMC

HARDY-ANDERS FLD NATCHEZ-ADAMS CO (See NATCHEZ)

LOC I-GPT 110.9	APCH CRS 133°	Rwy Idg 9002 TDZE 27 Arpt Elev 28
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JAL-576 [USAF]

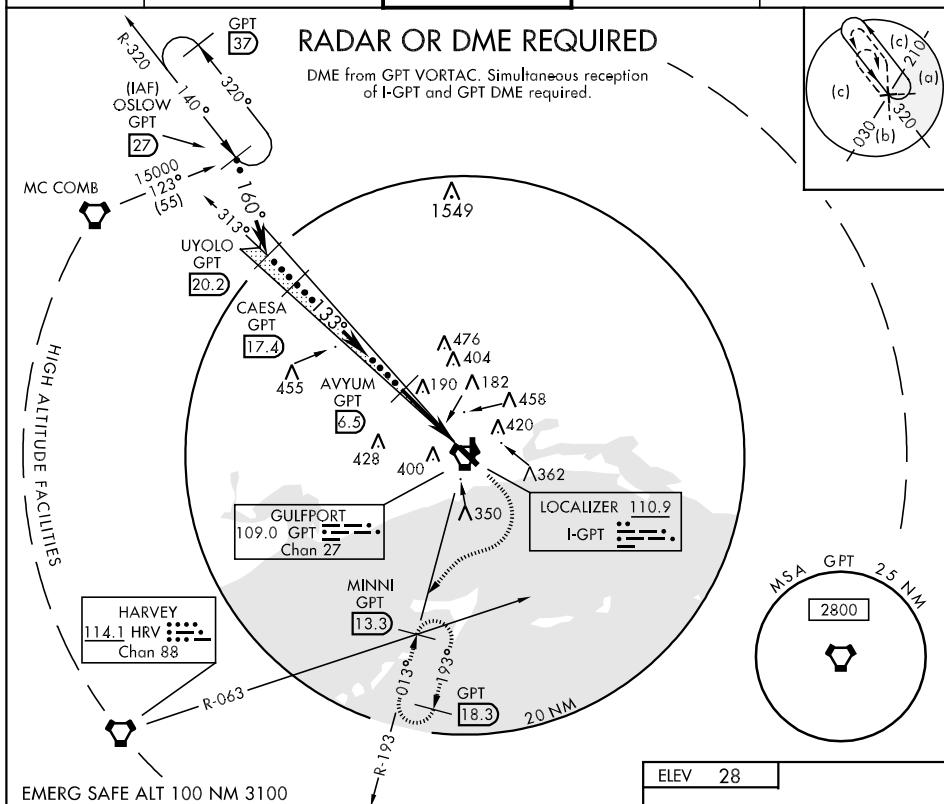
GULFPORT-BILOXI INTL (KGPT)

- ▼ * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C vis to 1 mile,
 CAT DE vis to $1\frac{1}{4}$ miles.

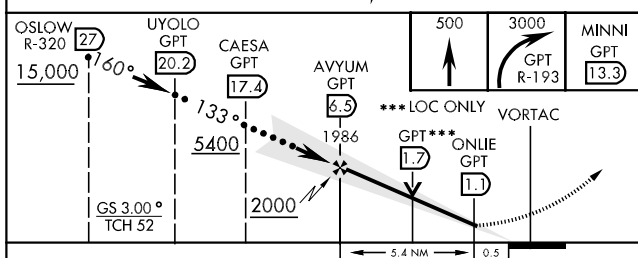


MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

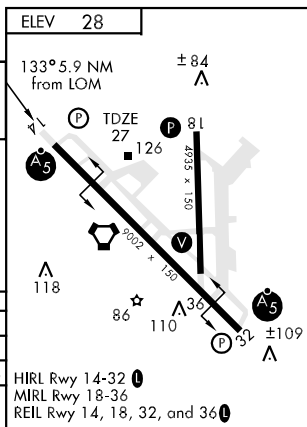
ATIS ★ 119.45	GULFPORT APP CON 130°-309° 124.6 354.1 310°-129° 127.5 254.25	GULFPORT TOWER★ 123.7 CTAF 0 339.8	GND CON 120.4 348.6	ASR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 14 *	227/24	200	(200- $\frac{1}{2}$)
S-LOC 14 **	440/40 413	(500- $\frac{3}{4}$)	440/50 413 (500-1)
CIRCLING	660-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)	660-2 632 (700-2)	820-2 $\frac{3}{4}$ 792 (800-2 $\frac{3}{4}$)



GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Amdt 6 09295

LOC I-UXI 108.3	APCH CRS 313°	Rwy Idg TDZE Arpt Elev 9002 28 28
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JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

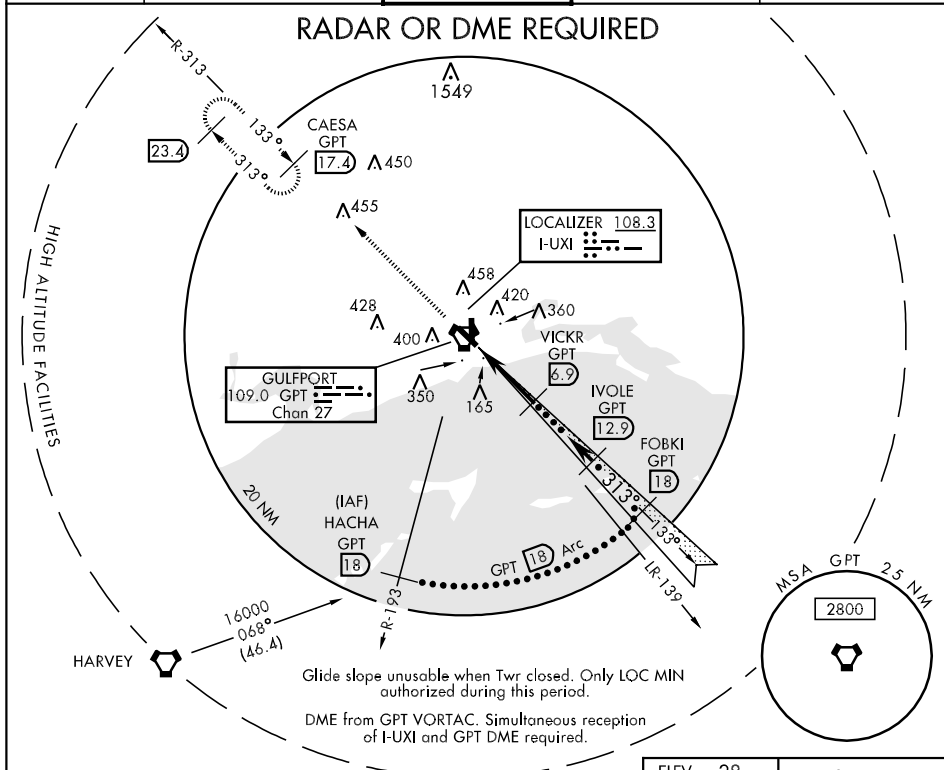
▼ * When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.



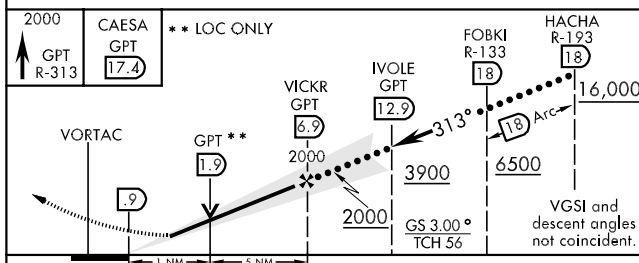
MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

ATIS ★ 119.45	GULFPORT APP CON 130°-309° 124.6 354.1 310°-129° 127.5 254.25	GULFPORT TOWER ★ 123.7 CTAF 0 339.8	GND CON 120.4 348.6	ASR
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RADAR OR DME REQUIRED



EMERG SAFE ALT 100 NM 3100



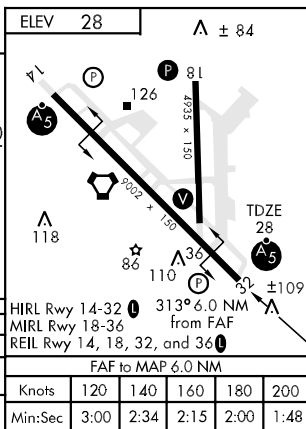
CATEGORY	C	D	E
S-ILS 32	228/40	200	(200-34)
S-LOC 32 *	380/40	352	(400-34)
CIRCLING	660-134 632 (700-134)	660-2 632 (700-2)	820-234 792 (800-234)

GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Orig 09295



Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

VORTAC GPT 109.0 Chan 27	APCH CRS 140°	Rwy Idg TDZE 27 Arpt Elev 28
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JAL-576 [USAF]

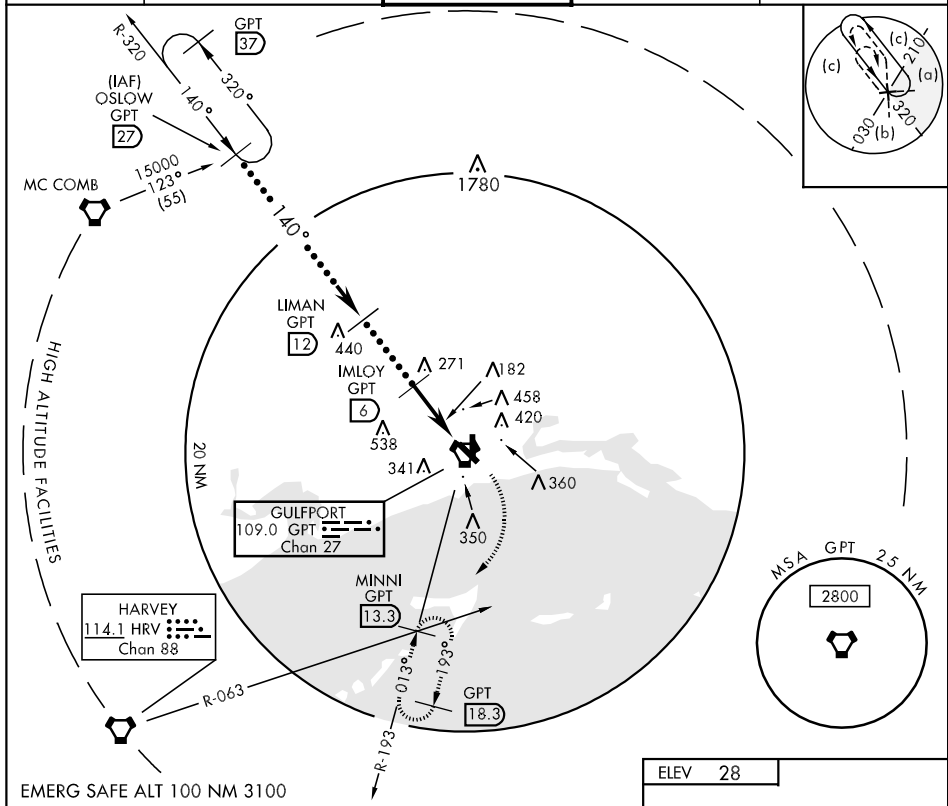
GULFPORT-BILOXI INTL (KGPT)

* When ALS inop, increase vis CAT CD to 1¼ miles,
CAT E to 1½ miles.

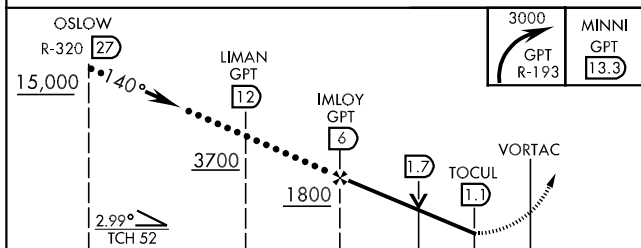


MISSED APPROACH: Climbing right turn to 3000 via
GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS ★ 119.45	GULFPORT APP CON 130°-309° 124.6 354.1 310°-129° 127.5 254.25	GULFPORT TOWER ★ 123.7 CTAF 0 339.8	GND CON 120.4 348.6	ASR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-14 *	440/40 413 (500-¾)	440/50 413 (500-1)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Amdt 6 09295

HI-TACAN RWY 14

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC GPT 109.0 Chan 27	APCH CRS 307°	Rwy Idg 9002 TDZE 28 Arpt Elev 28
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JAL-576 [USAF]

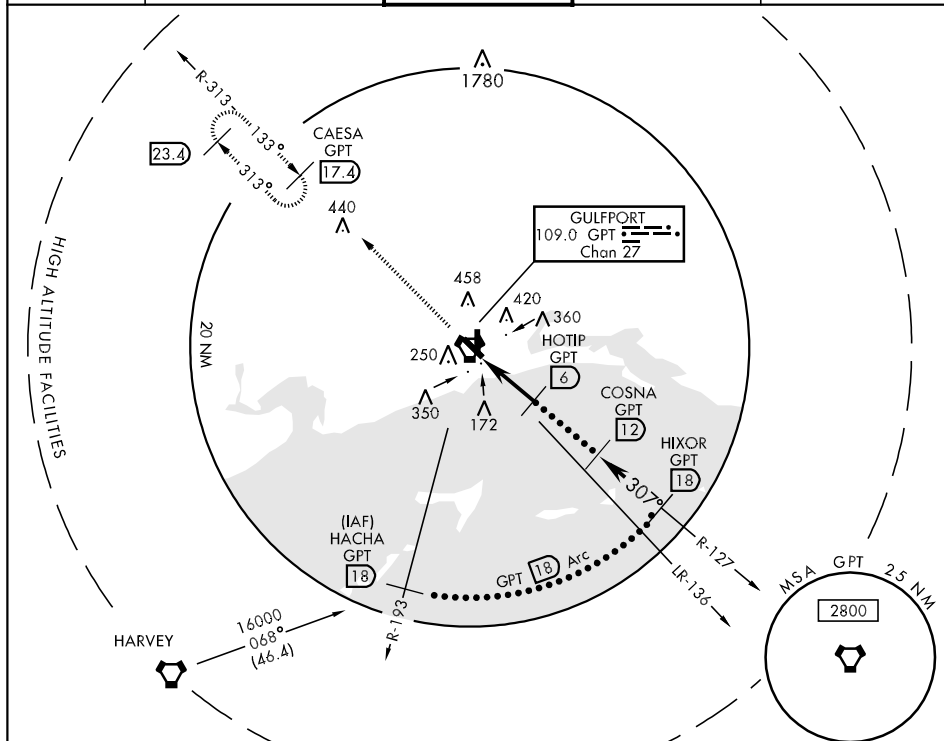
GULFPORT-BILOXI INTL (KGPT)

V * When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

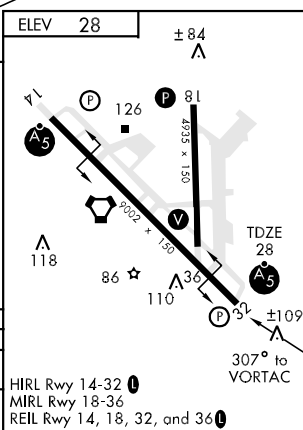
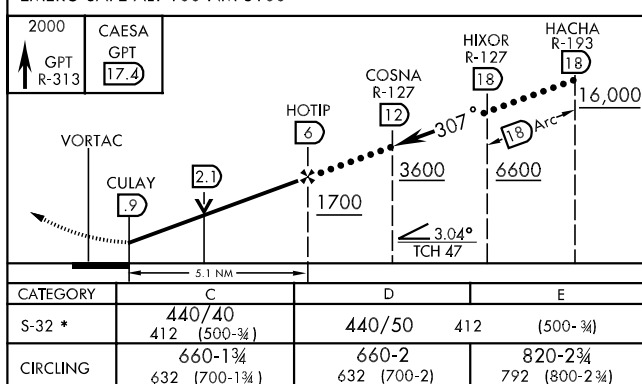


MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

ATIS ★ 119.45	GULFPORT APP CON 130°-309° 124.6 354.1 310°-129° 127.5 254.25	GULFPORT TOWER★ 123.7 CTAF 0 339.8	GND CON 120.4 348.6	ASR
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EMERG SAFE ALT 100 NM 3100



GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Amdt 5 09295

HI-TACAN RWY 32

LOC I-UXI <u>108.3</u>	APP CRS 313°	Rwy Idg 9002 TDZE 28 Apt Elev 28
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ILS or LOC/DME RWY 32
GULFPORT-BILOXI INTL (GPT)

T Inoperative table does not apply to MALSR S-ILS 32. For inoperative
A MALSR increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and
 ASR Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception
 of I-UXI and GPT DME Required.

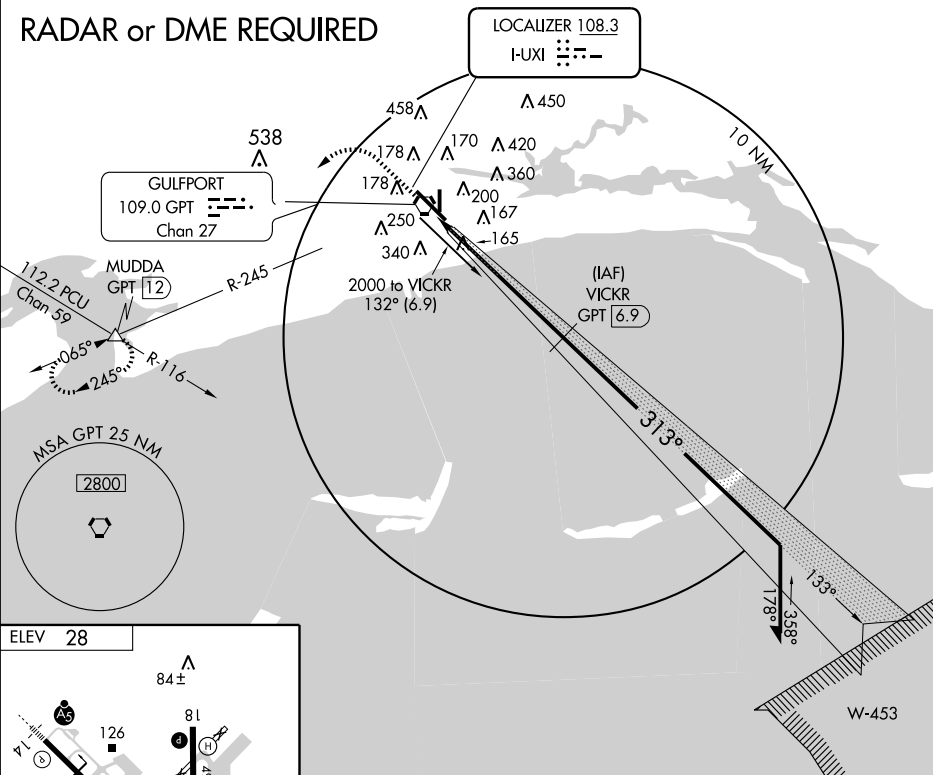
MALSR



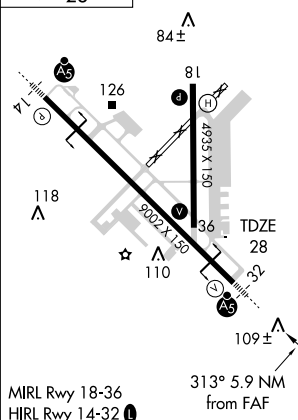
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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RADAR or DME REQUIRED



ELEV	28
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MIRL Rwy 18-36
HIRL Rwy 14-32

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

GULFPORT, MISSISSIPPI

Amdt 4A 10098

500 ↑	2000 ↖	GPT R-245	MUDDA △
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VICKR
GPT 6.9

VGSI and ILS glidepath not coincident.

Remain within 15 NM

133°

313°

2000

GS 3.00°
TCH 56

Glide slope unusable when tower not in operation. Only localizer minimums authorized during this period.

CATEGORY	A	B	C	D	E
S-ILS 32	228/40		200 (200-¾)		
S-LOC 32	380/40		352 (400-¾)		
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¼ 632 (700-1¼)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

GULFPORT-BILOXI INTL (GPT)

30°24'N-89°04'W

ILS or LOC/DME RWY 32

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

LOC I-GPT 110.9	APP CRS 133°	Rwy Idg TDZE Apt Elev	9002 27 28
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ILS or LOC RWY 14

GULFPORT-BILOXI INTL (GPT)

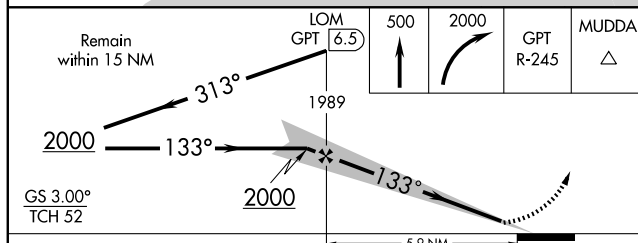
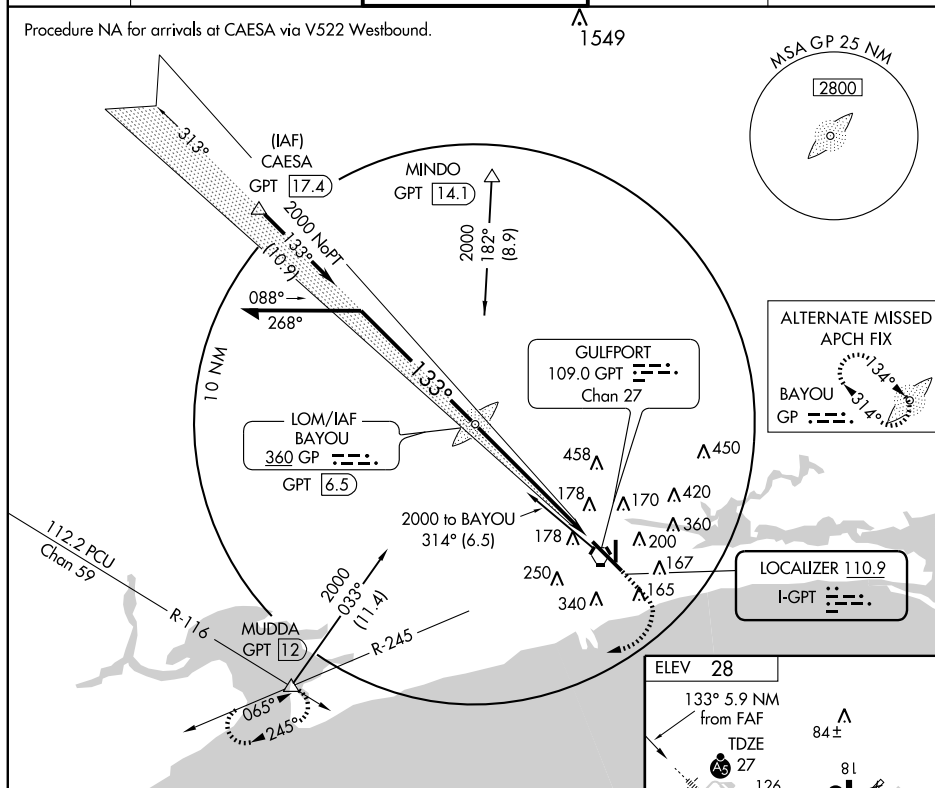
⚠ For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
AS

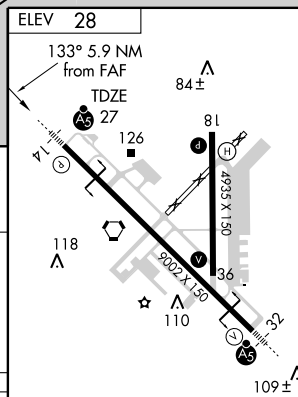
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA via V522 Westbound.



CATEGORY	A	B	C	D	E
S-ILS 14		* 227/24	200 (200-½)		
S-LOC 14	440/24	413 (500-½)	440/40	413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)



MIRL Rwy 18-36					
HIRL Rwy 14-32					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

WAAS CH 97301 W14A	APP CRS 133°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 14

GULFPORT-BILOXI INTL (GPT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase Circling Cat C and D visibility ¼ mile.

▲ For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR



MISSED APPROACH:
Climb to 2000 direct
IVOLE and hold.

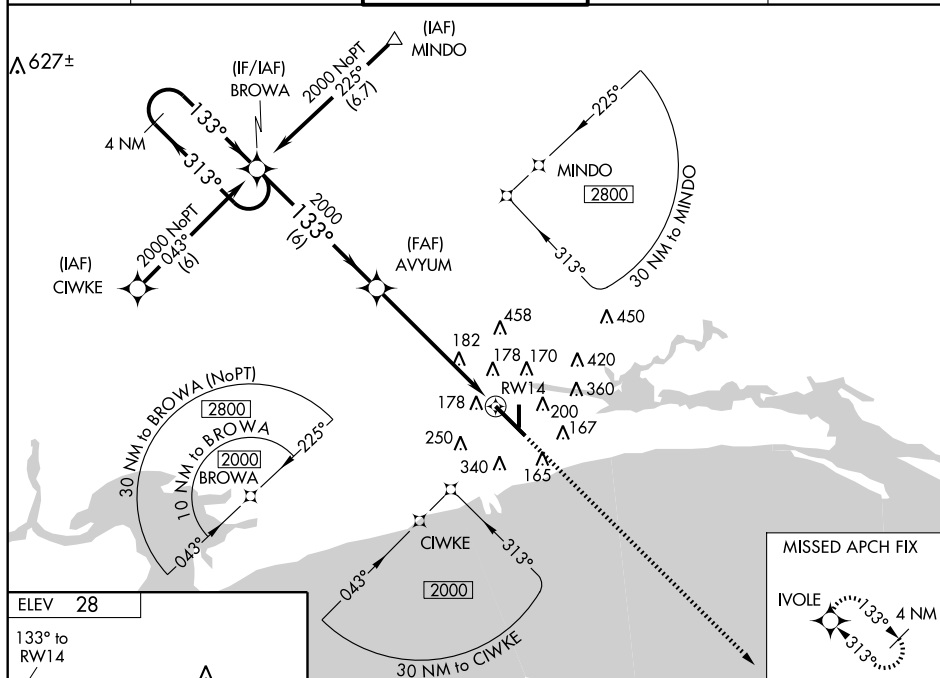
ATIS
119.45

GULFPORT APP CON ★
124.6 254.25

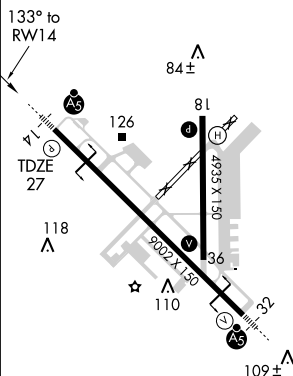
GULFPORT TOWER ★
123.7 (CTAF) 0 339.8

GND CON
120.4 348.6

UNICOM
122.95



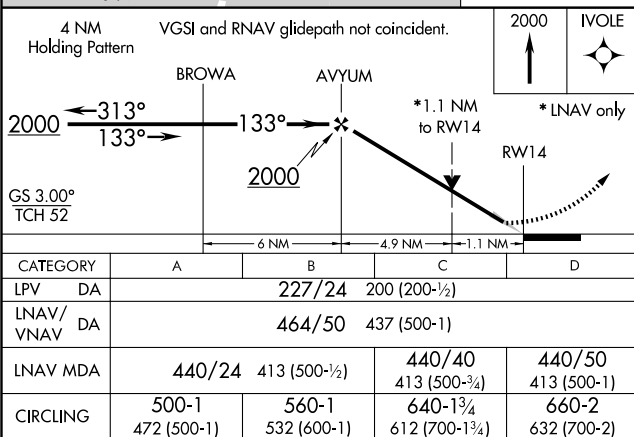
ELEV 28



MIRL Rwy 18-36
HIRL Rwy 14-32

GULFPORT, MISSISSIPPI

Amdt 1 10098



GULFPORT-BILOXI INTL (GPT)

30°24'N-89°04'W

RNAV (GPS) RWY 14

RNAV (GPS) RWY 18

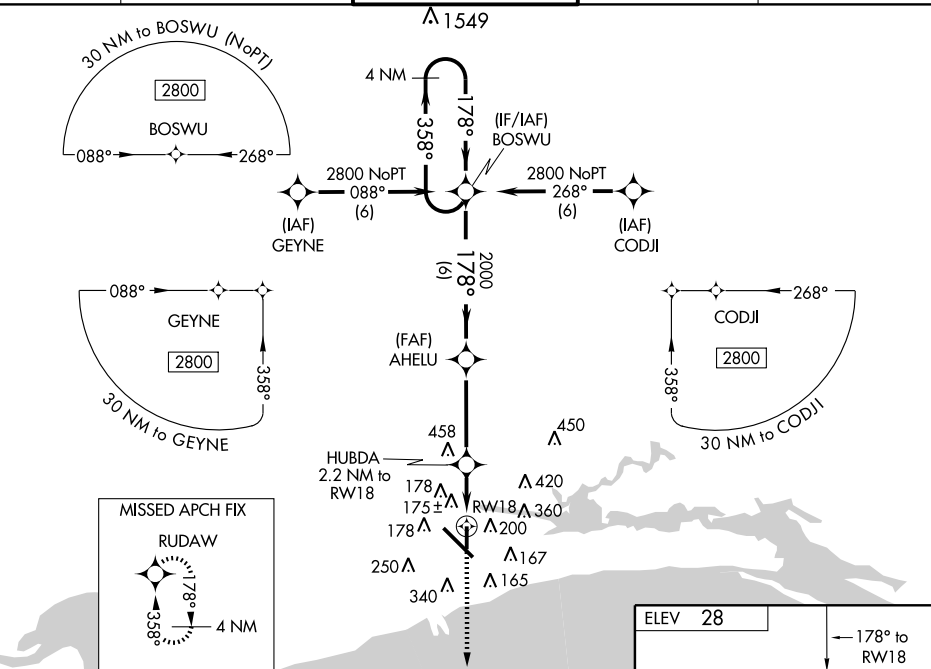
GULFPORT-BILOXI INTL (GPT)

WAAS CH 69512 W18A	APP CRS 178°	Rwy Ldg TDZE 27 Apt Elev 28
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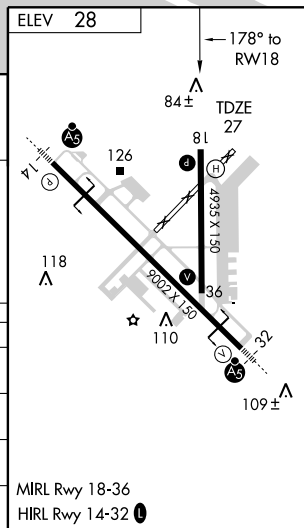
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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4 NM Holding Pattern	BOSWU	AHELU	HUBDA 2.2 NM to RW18	2000	RUDAW
2800	358°	178°	178°	2000	*760
GS 3.00°	TCH 47				
	6 NM	3.8 NM	0.8	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA	306-1 279 (300-1)				
LNAV/VNAV DA	464-1½ 437 (500-1½)				
LNAV MDA	500-1	473 (500-1)	500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)	
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)	



MIRL Rwy 18-36
HIRL Rwy 14-32

WAAS CH 56207 W32A	APP CRS 313°	Rwy Idg 9002 TDZE 28 Apt Elev 28
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RNAV (GPS) RWY 32

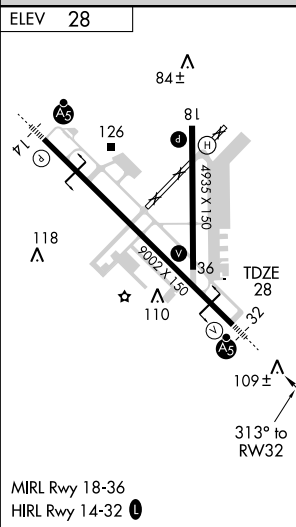
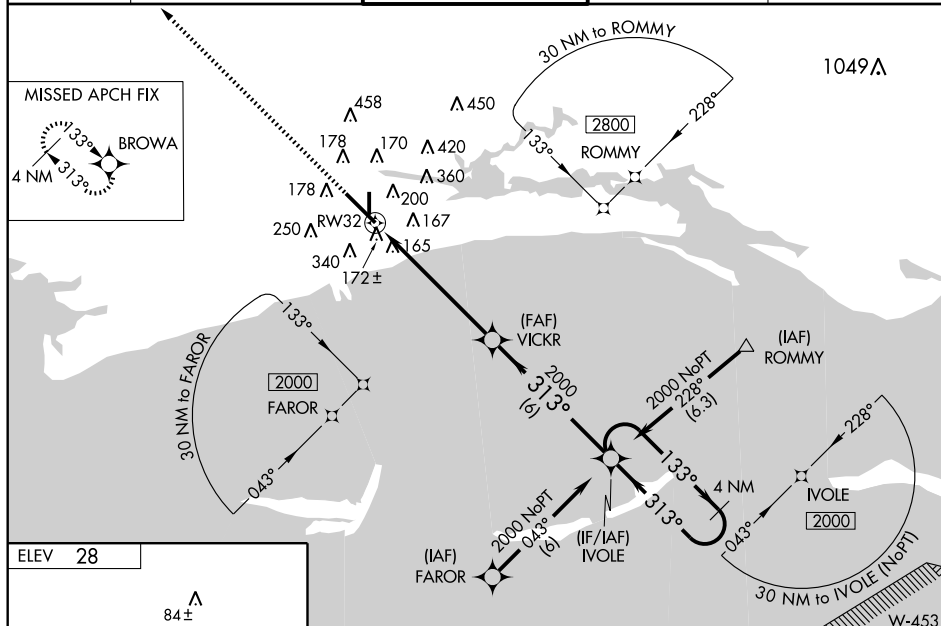
GULFPORT-BILOXI INTL (GPT)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase Circling visibility Cat C to 2 and Cat D to 2½ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.



MISSED APPROACH:
Climb to 2000 direct
BROWA and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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VGSB and RNAV glidepath not coincident.

4 NM Holding Pattern

VICKR

IVOLE

2000

133°

313°

1.2 NM to RW32

1.2 NM

4.7 NM

6 NM

GS 3.00° TCH 56

*LNNAV only.

WAAS CH 42812 W36A	APP CRS 358°	Rwy Idg 4935 TDZE 28 Apt Elev 28
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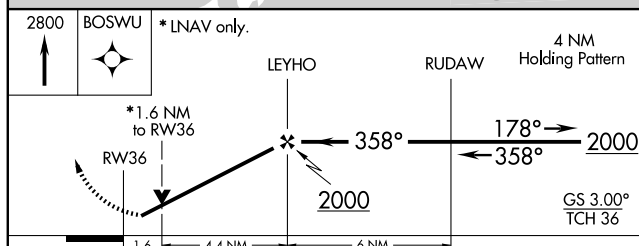
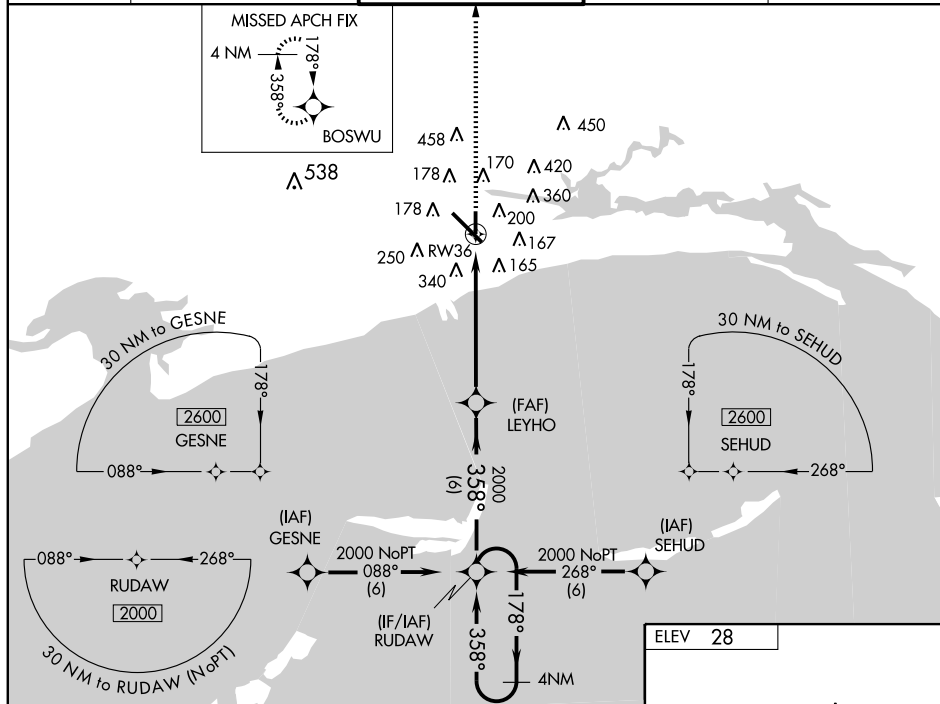
RNAV (GPS) RWY 36

GULFPORT-BILOXI INTL (GPT)

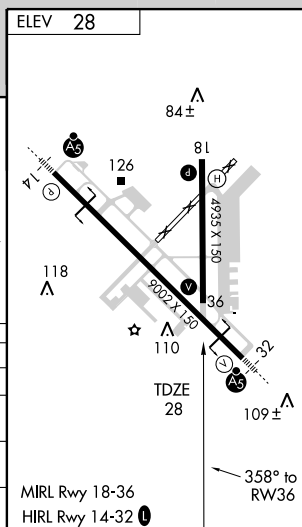
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile.
 ASR VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH:
Climb to 2800 direct
BOSWU and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	328-1 300 (300-1)			
LNAV/VNAV DA	660-2½ 632 (700-2¼)			
LNAV MDA	580-1 552 (600-1)	580-1½ 552 (600-1½)	580-1¾ 552 (600-1¾)	
CIRCLING	580-1 552 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)	



GULFPORT, MISSISSIPPI

Amdt 1 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

RNAV (GPS) RWY 36

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC GPT 109.0 Chan 27	APP CRS 140°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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VOR/DME or TACAN RWY 14
GULFPORT-BILOXI INTL (GPT)

T
A
ASR

For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

MALSR

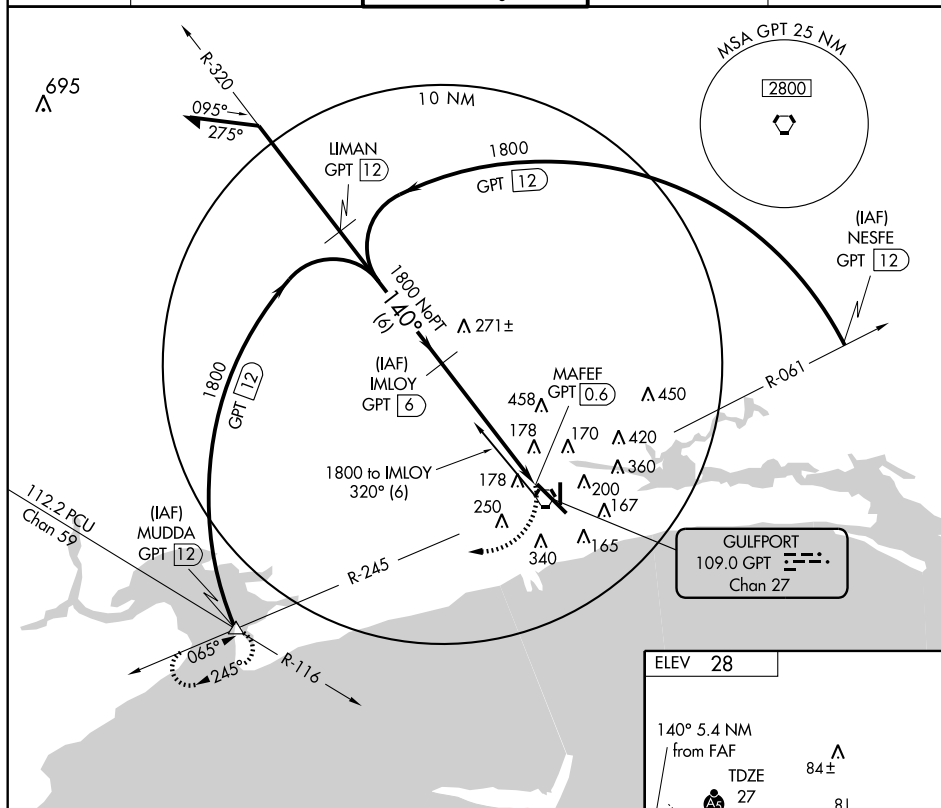
MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS
119.45

GULFPORT APP CON ★
124.6 254.25

GULFPORT TOWER★
123.7 (CTAF) **L** 339.8

GND CON
120.4 348.6

UNICOM
122.95

SC-4. 23 SEP 2010 to 21 OCT 2010

Remain
within 15 NM

IML
GPT

2000

GPT

MUDDA

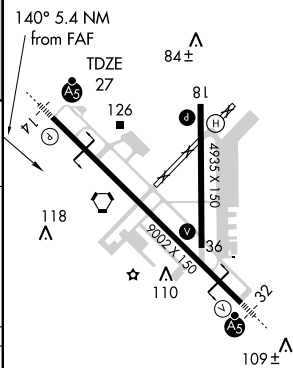
GPT
1.7

AFEF
PT
6

2.99°
TCH 52
4.2 NM

CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-½)	440/40 413 (500-¾)	440/50	413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

ELEV 28



MIRL Rwy 18-36
HIRL Rwy 14-32 **L**

GULFPORT, MISSISSIPPI
Amdt 3A 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)
VOR/DME or TACAN RWY 14

VORTAC GPT 109.0 Chan 27	APP CRS 307°	Rwy Idg 9002 TDZE 28 Apt Elev 28
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VOR/DME or TACAN RWY 32
GULFPORT-BILOXI INTL (GPT)

T
A
ASR

For inoperative MALSR increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

MALSR

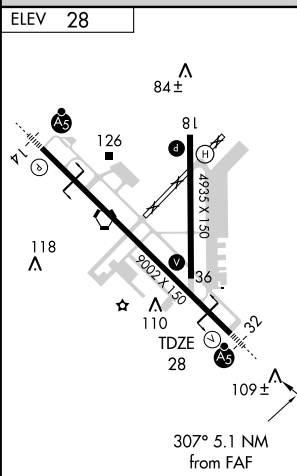
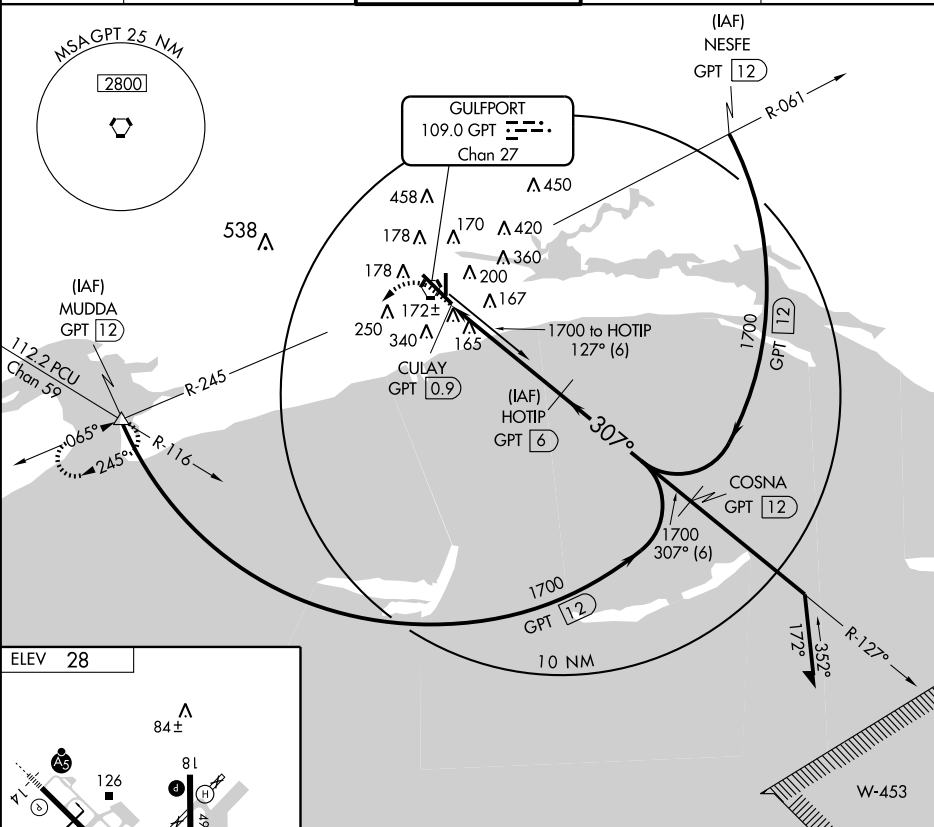
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS
119.45

GULFPORT APP CON ★
124.6 254.25

GULFPORT TOWER★
123.7 (CTAF) **L** 339.8

GND CON	
120.4	348.6

UNICOM
122,95

CATEGORY	A	B	C	D	E
S-32	440/40	412 (500-3/4)		440/50	412 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1 3/4 632 (700-1 3/4)	660-2 632 (700-2)	820-2 3/4 792 (800-2 3/4)

GULFPORT, MISSISSIPPI
Amdt 4A 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

VOR/DME or TACAN RWY 32

SC-4, 23 SEP 2010 to 21 OCT 2010

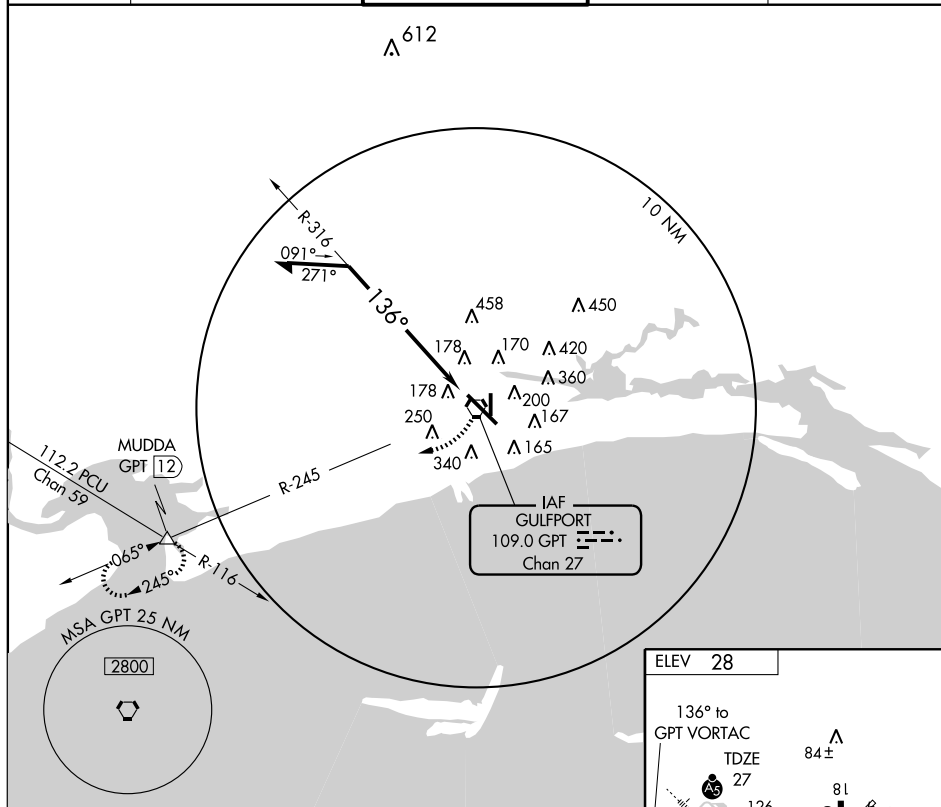
SC-4. 23 SEP 2010 to 21 OCT 2010

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	136°	TDZE	27
Chan 27		Apt Elev	28

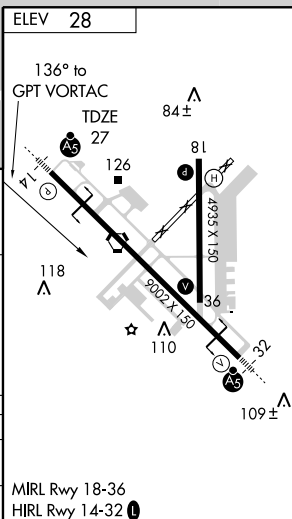
VOR RWY 14

GULFPORT-BILOXI INTL (GPT)

<div><div><div></div></div><div>ASR</div></div>		<div><div><div></div></div><div>MALSR</div></div> <div><div><div></div></div><div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></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Remain within 10 NM 2000 316° 136° GPT 2.2 1.6 NM		2000	GPT R-245	MUDDA
CATEGORY	A	B	C	D
S-14	580/24	553 (600-½)	580/50 553 (600-1)	580/60 553 (600-1¼)
CIRCLING	580-1 552 (600-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)



VORTAC GPT 109.0 Chan 27	APP CRS 308°	Rwy Idg TDZE Apt Elev	9002 28 28
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VOR RWY 32

GULFPORT-BILOXI INTL (GPT)

V For inoperative MALS R increase S-32 Cats A and B visibility to RVR 5000.



MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS
119.45

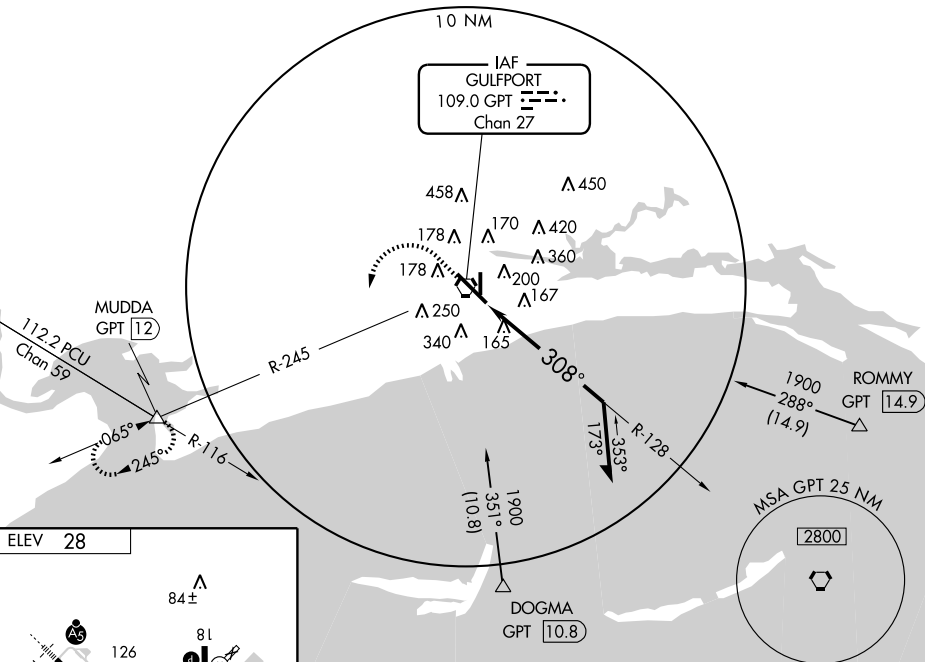
GULFPORT APP CON ★
124.6 254.25

GULFPORT TOWER ★
123.7 (CTAF) 0 339.8

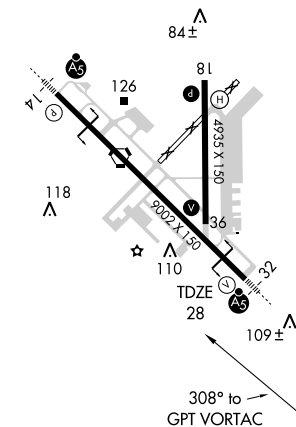
GND CON
120.4 348.6

UNICOM
122.95

△ 612

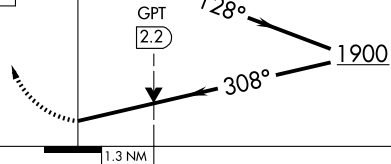


ELEV 28



2000 GPT R-245 MUDDA VOR/DME

Remain within 10 NM



CATEGORY	A	B	C	D
S-32	480/40 452 (500-¾)			480/50 452 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

HATTIESBURG**HATTIESBURG BOBBY L CHAIN MUNI**

(HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17'

NEW ORLEANS

151 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE HBG

H-6J, L-21C, 22G

RWY 13-31: H6094X150 (ASPH-GRVD) S-48, D-68, 2S-114, 2D-145 HIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 996'.

Trees.

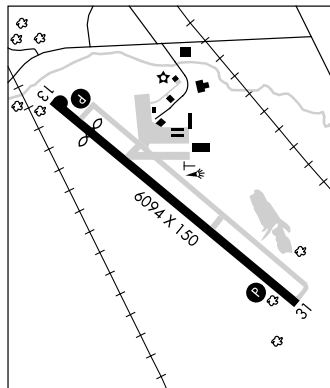
RWY 31: PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended daltg hours. Fuel 24 hr credit card svc
avbl. ACTIVATE HIRL Rwy 13-31; PAPI Rws 13 and 31 and REIL
Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 135.425 (601) 544-2185.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 150° 10.2 NM to fld. 290/05E.

**HATTIESBURG-LAUREL RGNL**

(PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22'

NEW ORLEANS

298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB

H-6J, L-22G

RWY 18-36: H6501X150 (ASPH-GRVD) S-125, D-225, 2S-175, 2D-275 HIRL

IAP

RWY 18: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 60'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 59'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 36: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

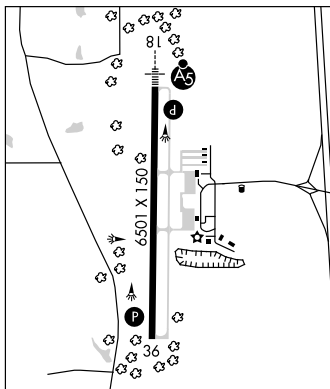
AIRPORT REMARKS: Attended 1100-0500Z±. CLOSED to air carrier ops
with more than 30 passenger seats except 24 hr PPR, call arpt
manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to
increase ints and ACTIVATE PAPI Rws 18 and 36, MALSR Rwy 18
and REILS Rws 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.325 (601) 584-6701. LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 123.0**HOUSTON CENTER APP/DEP CON** 126.8**AIRSPACE:** CLASS E svc 1200-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 356° 2.9 NM to fld. 290/05E.

ILS 109.5 I-PIB Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD**

(See JACKSON)

HERNANDO VILLAGE AIRPARK, INC

(H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22'

MEMPHIS

242 FUEL 100LL NOTAM FILE GWO

Not insp.

RWY 14-32: 3340X65 (TURF) S-12 LIRL

RWY 14: Trees.

RWY 32: Tower.

AIRPORT REMARKS: Attended daltg hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HESLER-NOBLE FLD**

(See LAUREL)

HOLLANDALE MUNI

(14M) 2 NE UTC-6(-5DT) N33°10.95' W90°49.83'

MEMPHIS

114 B NOTAM FILE GWO

L-18F

RWY 08-26: H3000X50 (ASPH) S-21 MIRL

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr
2300-0400Z±; after 0400Z± ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.8 NM to fld. 130/04E.

(LBY1.LBY) 09183


SL-853 (FAA)

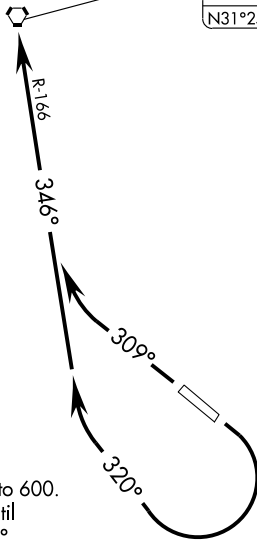
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

HATTIESBURG, MISSISSIPPI

EATON ONE DEPARTURE

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8

EATON
110.6 LBY 
Chan 43
N31°25.12'-W089°20.26'
L-22



TAKEOFF MINIMUMS:

Rwy 13, ATC climb of 300' per NM to 600.

Rwy 13, Do not exceed 230 knots until established on heading 320°.

Rwy 31, Standard.

TAKE-OFF OBSTACLES:

Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.

Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.

DE SOTO 1
MOA

R4401A & B

DE SOTO 1
MOA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . .

TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . .

. . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

EATON ONE DEPARTURE

(LBY1.LBY) 09183

HATTIESBURG, MISSISSIPPI

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5098
129°	TDZE	151
	Apt Elev	151

RNAV (GPS) Y RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

▼ If local altimeter setting not received, use Hattiesburg-Laurel
 ▲ Rgnl altimeter setting and increase all MDAs 60 feet.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

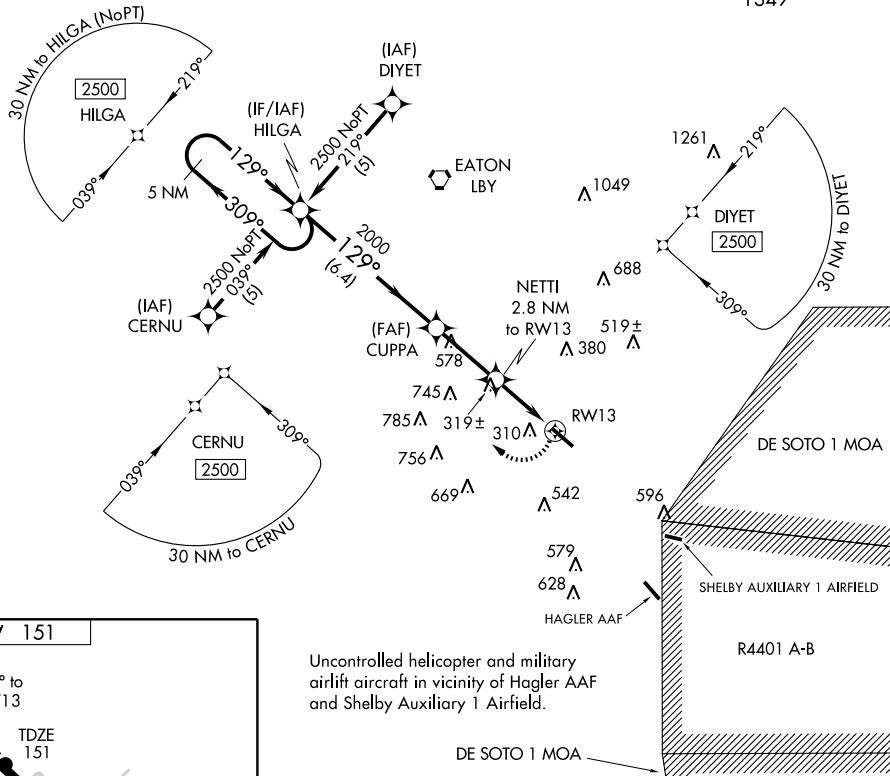
MISSED APPROACH: Climbing right
 turn to 2500 direct HILGA and hold.

ASOS
135.425

HOUSTON CENTER
126.8 327.8

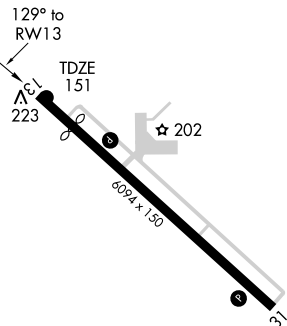
UNICOM
122.8 (CTAF) 0

△ 1349



Uncontrolled helicopter and military
 airlift aircraft in vicinity of Hagler AAF
 and Shelby Auxiliary 1 Airfield.

ELEV 151



5 NM Holding Pattern HILGA				2500	HILGA
2500 ← 309° → 129° → 129° → 2000				2500	HILGA
CUPPA				NETTI 2.8 NM to RW13	
3.05° TCH 40				1080	
RW13					
6.4 NM				2.8 NM	2.8 NM
CATEGORY	A	B	C	D	
LNNAV MDA	580-1	429 (500-1)	580-1 1/4 429 (500-1 1/4)	580-1 1/2 429 (500-1 1/2)	
CIRCLING	680-1 529 (600-1)	700-1 549 (600-1)	720-1 1/2 569 (600-1 1/2)	720-2 569 (600-2)	

REIL Rwy 13 0
 HIRL Rwy 13-31 0

WAAS CH 86403 W13A	APP CRS 129°	Rwy ldg 5098 TDZE 151 Apt Elev 151
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RNAV (GPS) Z RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

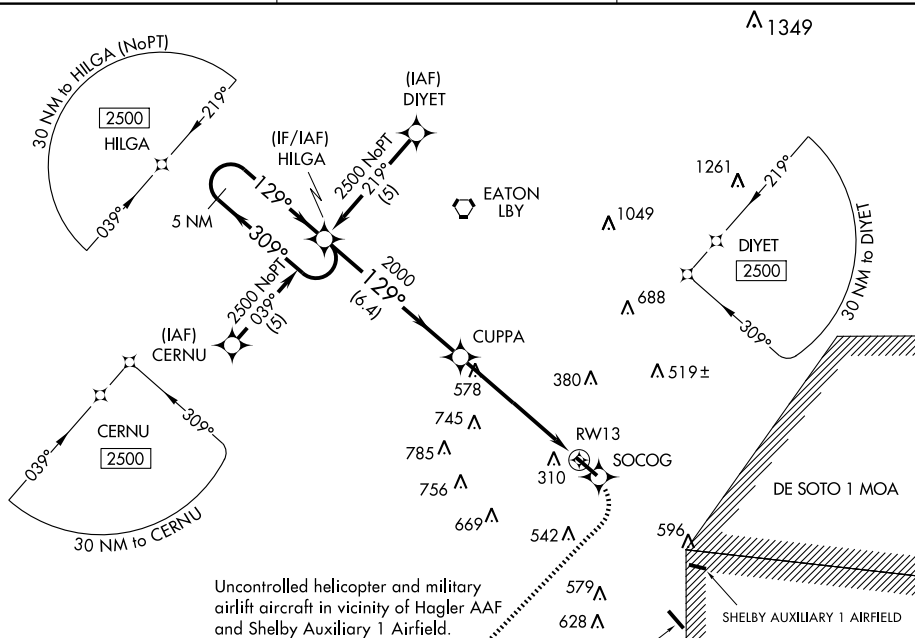
▼ If local altimeter setting not received, use Hattiesburg-Laurel
 ▲ Rgnl altimeter setting and increase DA to 705 feet.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000
 direct SOCOG and right turn via 219°
 track to UTOVE and hold.

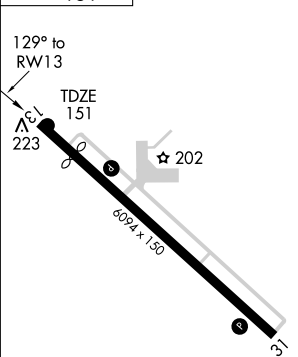
ASOS
135.425

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) 0



ELEV **151**



REIL Rwy 13 0
 HIRL Rwy 13-31 0

HATTIESBURG, MISSISSIPPI
 Orig 09183

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
 31° 16' N-89° 15' W
RNAV (GPS) Z RWY 13

SC-4, 23 SEP 2010 to 21 OCT 2010

5 NM Holding Pattern			
HILGA			
CUPPA			
RWY 13			
3000 SOCOG 219° track UTOVE			
2500 ← 309° 129° → 129° 2000			
GS 3.00° TCH 40			
6.4 NM 5.6 NM			
CATEGORY	A	B	C
LPV DA	654-1¾ 503 (600-1¾)		

VORTAC LBY
110.6
Chan **43**

APP CRS
151°

Rwy Idg **5098**
TDZE **151**
Apt Elev **151**

VOR RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

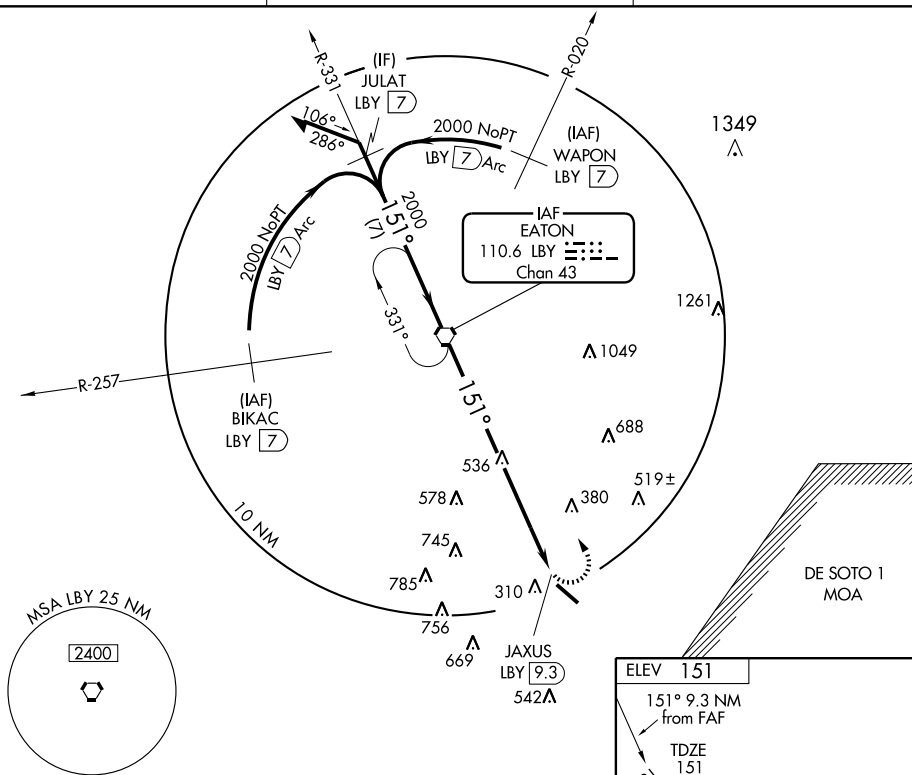
▼ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl
▲ altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to
2400 direct LBY VORTAC and hold.

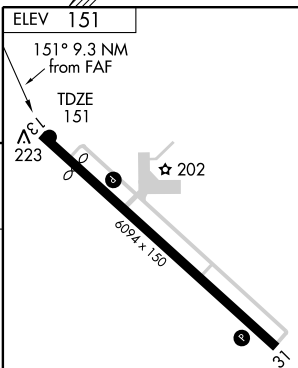
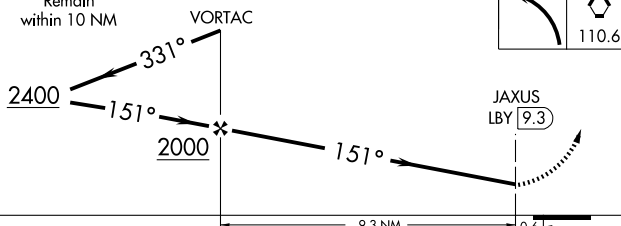
ASOS
135.425

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM



CATEGORY	A	B	C	D
S-13	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	
CIRCLING	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	

REIL Rwy 13 0
HIRL Rwy 13-31 0

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

HATTIESBURG**HATTIESBURG BOBBY L CHAIN MUNI**

(HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17'

NEW ORLEANS

151 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE HBG

H-6J, L-21C, 22G

RWY 13-31: H6094X150 (ASPH-GRVD) S-48, D-68, 2S-114, 2D-145 HIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 996'.

Trees.

RWY 31: PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended dalg hrs. Fuel 24 hr credit card svc
avbl. ACTIVATE HIRL Rwy 13-31; PAPI Rws 13 and 31 and REIL
Rwy 13—CTAF.

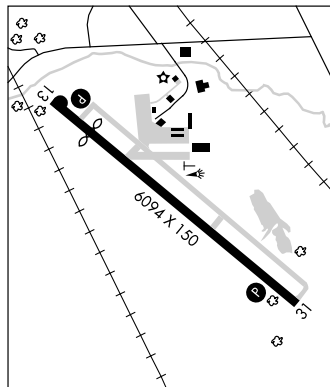
WEATHER DATA SOURCES: ASOS 135.425 (601) 544-2185.**COMMUNICATIONS:** CTAF/UNICOM 122.8

HOUSTON CENTER APP/DEP CON 126.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 150° 10.2 NM to fld. 290/05E.

**HATTIESBURG-LAUREL RGNL**

(PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22'

NEW ORLEANS

298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB

H-6J, L-22G

RWY 18-36: H6501X150 (ASPH-GRVD) S-125, D-225, 2S-175, 2D-275 HIRL

IAP

RWY 18: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 60'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 59'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 36: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

AIRPORT REMARKS: Attended 1100-0500Z±. CLOSED to air carrier ops
with more than 30 passenger seats except 24 hr PPR, call arpt
manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to
increase ints and ACTIVATE PAPI Rws 18 and 36, MALSR Rwy 18
and REILS Rws 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.325 (601) 584-6701. LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 123.0

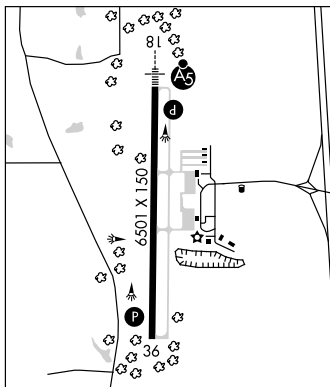
HOUSTON CENTER APP/DEP CON 126.8

AIRSPACE: CLASS E svc 1200-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 356° 2.9 NM to fld. 290/05E.

ILS 109.5 I-PIB Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD**

(See JACKSON)

HERNANDO VILLAGE AIRPARK, INC

(H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22'

MEMPHIS

242 FUEL 100LL NOTAM FILE GWO

Not insp.

RWY 14-32: 3340X65 (TURF) S-12 LIRL

RWY 14: Trees.

RWY 32: Tower.

AIRPORT REMARKS: Attended dalg hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HESLER-NOBLE FLD**

(See LAUREL)

HOLLANDALE MUNI

(14M) 2 NE UTC-6(-5DT) N33°10.95' W90°49.83'

MEMPHIS

114 B NOTAM FILE GWO

L-18F

RWY 08-26: H3000X50 (ASPH) S-21 MIRL

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr
2300-0400Z±; after 0400Z± ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.8 NM to fld. 130/04E.

ILS or LOC RWY 18
HATTIESBURG-LAUREL RGNL (PIB)

MISSED APPROACH: Climb to 2100 direct LBY VORTAC and hold, continue climb-in-hold to 2100.

UNICOM
123.0 (CTAF) **L**



LBY
3.4)

ELEV 298

D

317 ± Δ

181° 5 NM from FAF

81

TDZE 298

450 ± 150

Δ 439

☆ 352

36

Δ 429 ±

354 ± Δ

381 ± Δ

HIRL Rwy 18-36

REIL Rwy 18 and 36

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

HATTIESBURG-LAUREL RGNL (PIB)
ILS or LOC RWY 18

SC-4. 23 SEP 2010 to 21 OCT 2010

WAAS CH 49201 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	6501 298 298
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Bobby L. Chain Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Bobby L. Chain Muni altimeter setting.

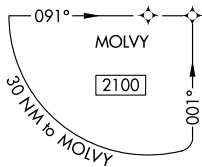
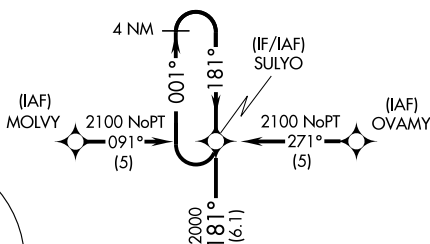
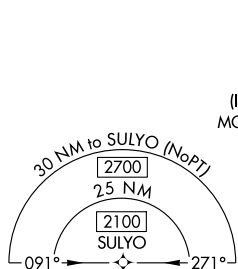


MALSR
MISSED APPROACH:
Climb to 2000 direct
REWYO and hold.

AWOS-3
128.325

HOUSTON CENTER
126.8 327.8

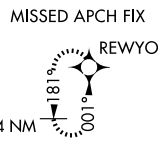
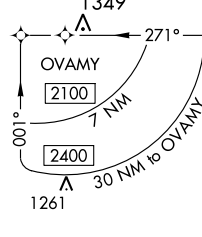
UNICOM
123.0 (CTAF) 0



469±
MOLVY

414±
RW18

1038



ELEV 298

D

181° to RW18

317±

81

TDZE 298

6501 x 150

381±

352

36

354±

429±

HIRL Rwy 18-36
REIL Rwy 18 and 36

4 NM Holding Pattern

2100

GS 3.00°
TCH 60

SULYO

MOWLI

2000

REWYO

*1.1 NM to RW18

*LNAV Only.

CATEGORY	A	B	C	D
LPV DA		498-1½	200 (200-½)	
LNAV/VNAV DA		691-¾	393 (400-¾)	
LNAV MDA	720-1½	422 (500-½)	720-¾ 422 (500-¾)	720-1 422 (500-1)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

HATTIESBURG/LAUREL, MISSISSIPPI
Amdt 1 11MAR10

31°28'N - 89°20'W

HATTIESBURG-LAUREL RGNL (PIB)
RNAV (GPS) RWY 18

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS
CH 93901
W36A

APP CRS
001°

Rwy Idg	6501
TDZE	296
Apt Elev	298

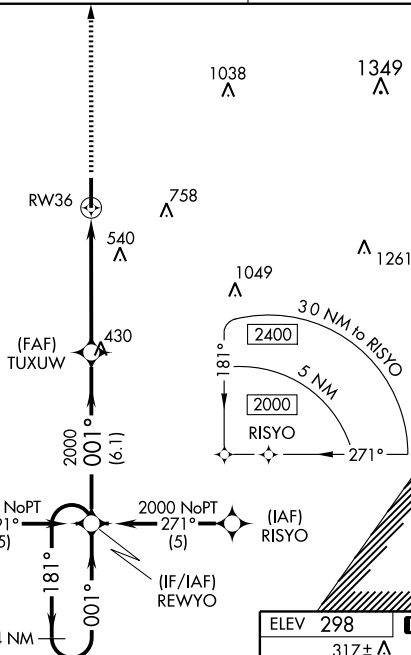
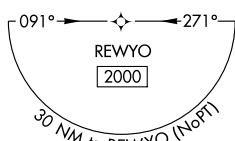
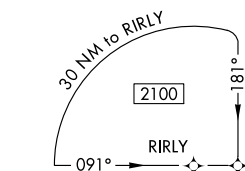
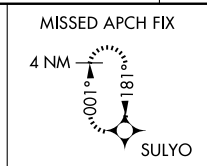
RNAV (GPS) RWY 36
HATTIESBURG-LAUREL RGNL (PIB)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV MDA Cat C and D visibility ¼ mile. Baro-VNAV NA when using Hattiesburg Bobby L. Chain Muni altimeter setting.

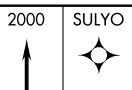
MISSED APPROACH:
Climb to 2100 direct
SULYO and hold.

AWOS-3
128,325

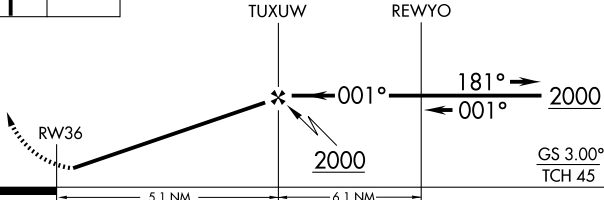
HOUSTON CENTER
126.8 327.8

UNICOM
123.0 (CTAF) **L**

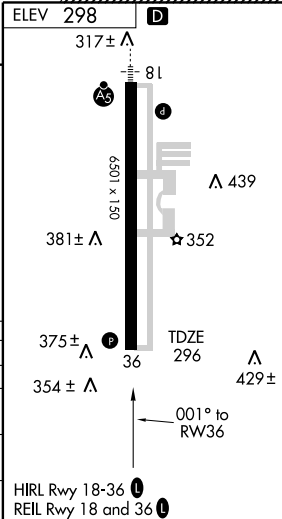
DE SOTO
1 MOA



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	546-1 250 (300-1)			
LNAV/DA VNAV	625-1¼ 329 (400-1¼)			
LNAV MDA	680-1 384 (400-1)			680-1¼ 384 (400-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)



HATTIESBURG/LAUREL, MISSISSIPPI
Amdt 1 11MAR10

31°28'N - 89° 20'W

HATTIESBURG-LAUREL RGNL (PIB)
RNAV (GPS) RWY 36

SC-4. 23 SEP 2010 to 21 OCT 2010

HOLLY SPRINGS—MARSHALL CO (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

MEMPHIS

553 B S4 FUEL 100LL, JET A NOTAM FILE GWO

L-18G

RWY 18-36: H3201X60 (ASPH) S-15 MIRL 1.1% up S

IAP

RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.

RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Fuel 24 hr credit card svc avbl.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.4T (GREENWOOD RADIO)

RCO 122.3 (GREENWOOD RADIO)

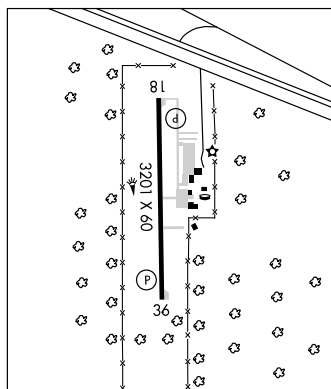
Ⓡ MEMPHIS APP CON 125.8 120.07

Ⓡ MEMPHIS DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 326° 2.4 NM to fld. 630/03E.

**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS

337 B S2 NOTAM FILE GWO

L-18G

RWY 03-21: H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun on call. For arpt attendant Sat-Sun call 662-456-8484.

Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. ACTIVATE MIRL Rwy 03-21—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†,

Sun 1300-1500Z†.

I H BASS JR MEML (See LUMBERTON)**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°40.73'

MEMPHIS

126 B S4 FUEL 100LL NOTAM FILE GWO

H-6J, L-18F

RWY 18-36: H7004X150 (CONC) S-20 MIRL

IAP

RWY 18: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For svc after hours call 662-887-2580. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.875

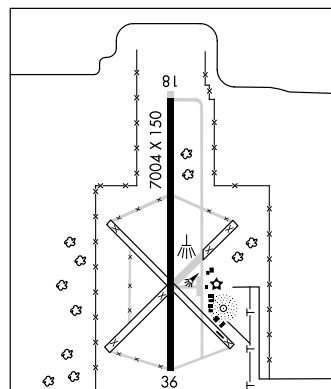
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB

unmonitored.

**INNOVATOR** MYT N28°13.23' W89°36.90'

L-21B, GOMC

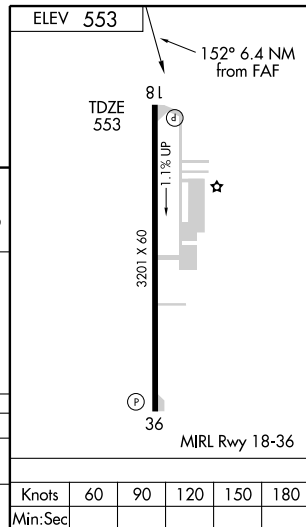
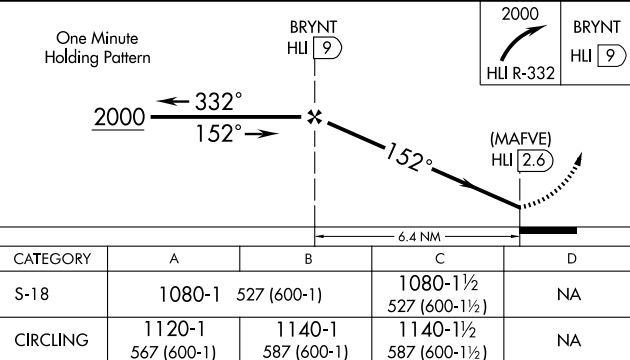
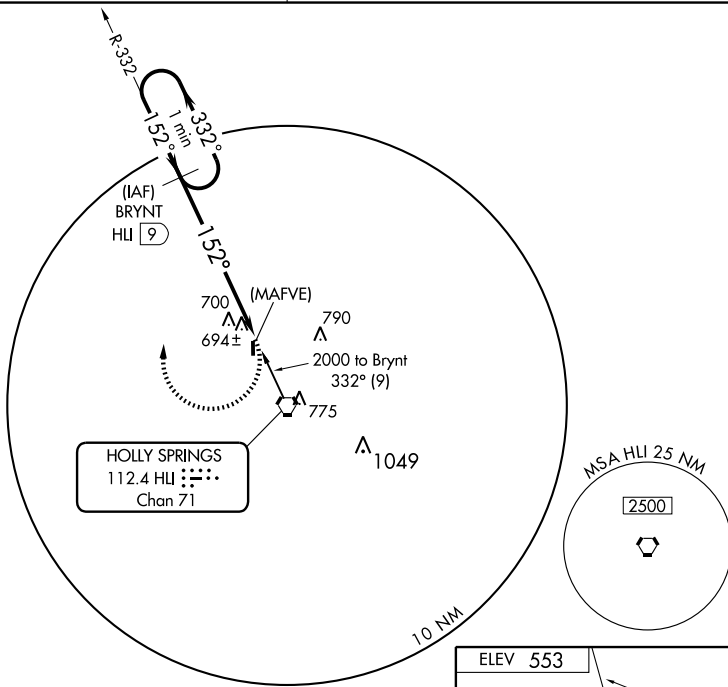
AWOS-3 119.975

VOR/DME or GPS RWY 18

HOLLY SPRINGS-MARSHALL COUNTY (M41)

VORTAC HLI	APP CRS	Rwy Idg	3201
112.4	152°	TDZE	553
Chan 71		Apt Elev	553

<p>▼ Use Memphis altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.</p>
<p>MEMPHIS APP CON</p> <p>125.8 338.3</p>	<p>UNICOM</p> <p>122.8 (CTAF)</p>



HOLLY SPRINGS—MARSHALL CO (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

MEMPHIS

553 B S4 FUEL 100LL, JET A NOTAM FILE GWO

L-18G

RWY 18-36: H3201X60 (ASPH) S-15 MIRL 1.1% up S

IAP

RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.

RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Fuel 24 hr credit card svc avbl.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.4T (GREENWOOD RADIO)

RCO 122.3 (GREENWOOD RADIO)

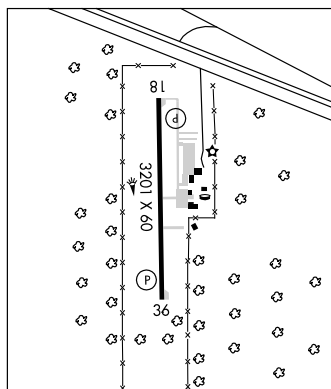
Ⓡ MEMPHIS APP CON 125.8 120.07

Ⓡ MEMPHIS DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 326° 2.4 NM to fld. 630/03E.

**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS

337 B S2 NOTAM FILE GWO

L-18G

RWY 03-21: H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun on call. For arpt attendant Sat-Sun call 662-456-8484.

Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. ACTIVATE MIRL Rwy 03-21—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†,

Sun 1300-1500Z†.

I H BASS JR MEML (See LUMBERTON)**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°40.73'

MEMPHIS

126 B S4 FUEL 100LL NOTAM FILE GWO

H-6J, L-18F

RWY 18-36: H7004X150 (CONC) S-20 MIRL

IAP

RWY 18: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For svc after hours call 662-887-2580. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.875

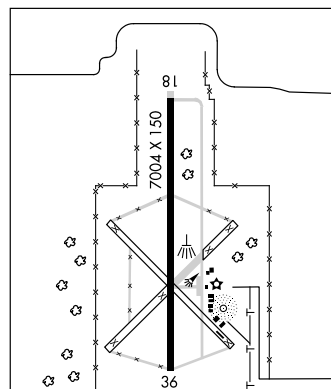
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB

unmonitored.

**INNOVATOR** MYT N28°13.23' W89°36.90'

L-21B, GOMC

AWOS-3 119.975

NDB IDL 284	APP CRS 007°	Rwy Idg TDZE Apt Elev	7004 121 126
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NDB RWY 36

INDIANOLA MUNI (IDL)

▼ Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

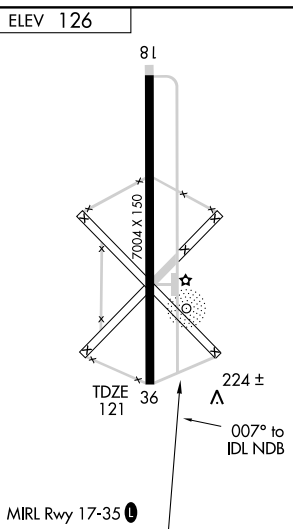
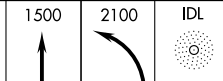
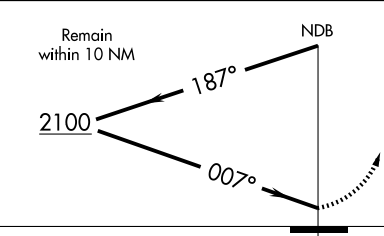
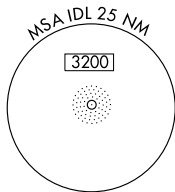
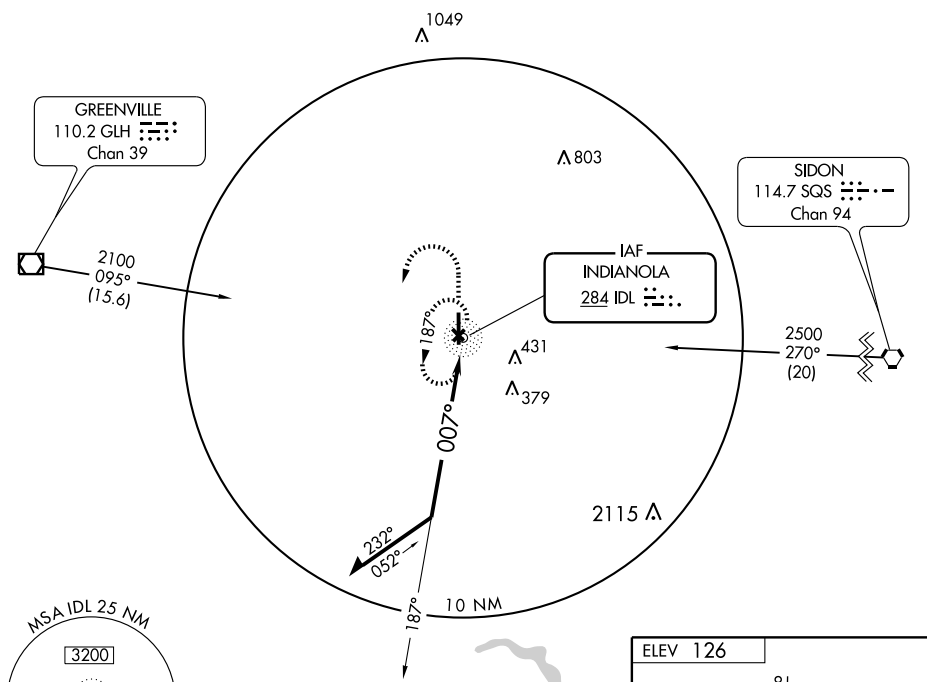
MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

▲ NA

GREENVILLE ASOS
125.525

MEMPHIS CENTER
135.875 269.35

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	740-1 619 (700-1)		740-1¾ 619 (700-1¾)	740-2 619 (700-2)
CIRCLING	740-1 614 (700-1)		740-1¾ 614 (700-1¾)	780-2 654 (700-2)

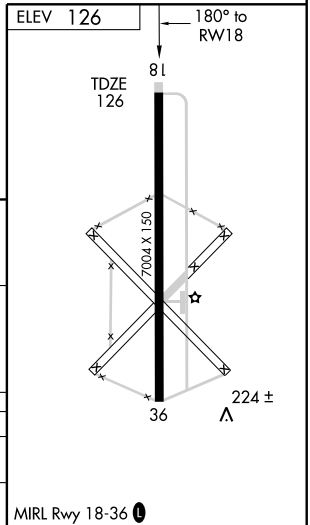
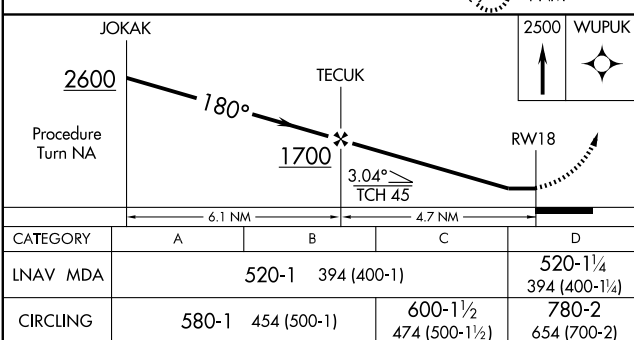
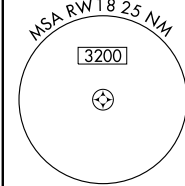
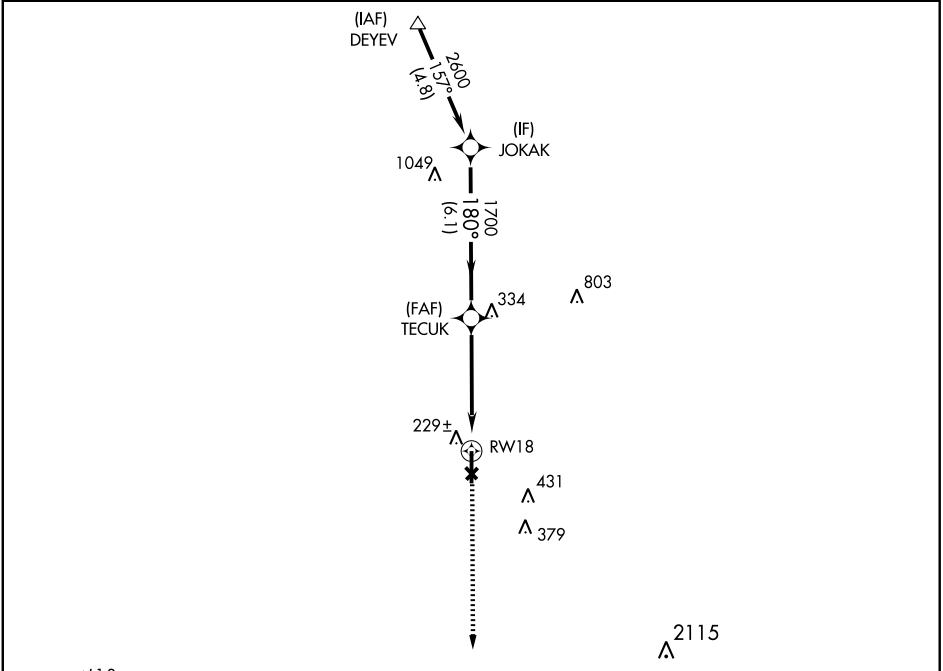
APP CRS	Rwy Idg	7004
180°	TDZE	126
	Apt Elev	126

RNAV (GPS) RWY 18

INDIANOLA MUNI (IDL)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, LNAV Cats C and D and Circling Cat D visibility 1/4 mile.</p>	<p>MISSED APPROACH: Climb to 2500 direct WUPUK and hold.</p>
--	--

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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WAAS CH 69319 W36A	APP CRS 360°	Rwy Idg 7004 TDZE 120 Apt Elev 126
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RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)



NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all DA 37 feet, all MDA 40 feet, LPV all Cats visibility $\frac{1}{4}$ mile, LNAV Cat D visibility $\frac{1}{4}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

GREENVILLE ASOS

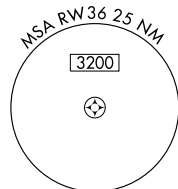
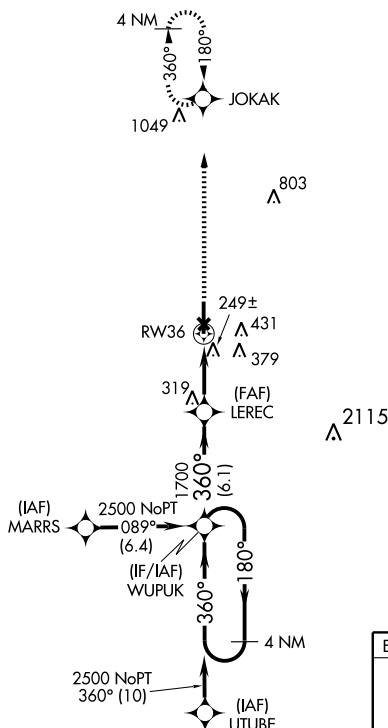
125.525

MEMPHIS CENTER

135.875 269.35

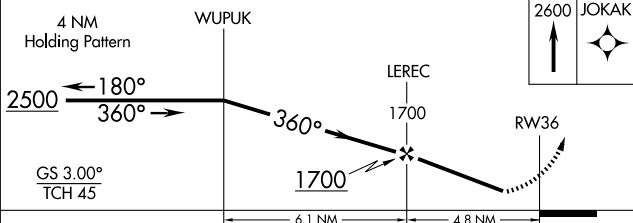
UNICOM

122.8 (CTAF) **L**

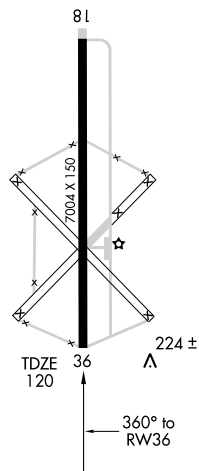


ELEV 126

MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA		432-1	312 (400-1)	
LNAV/DA VNAV		517-1½	397 (400-1½)	
LNAV MDA	540-1	420 (500-1)	540-1¼	420 (500-1¼)
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)



INDIANOLA, MISSISSIPPI

Amdt 1 23SEP10

INDIANOLA MUNI (IDL)

33°29'N-90°40'W

RNAV (GPS) RWY 36

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC SQS 114.7 Chan 94	APP CRS 271°	Rwy Idg TDZE Apt Elev	N/A N/A 126
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VOR/DME-A

INDIANOLA MUNI (IDL)

▽ Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility $\frac{1}{4}$ mile.

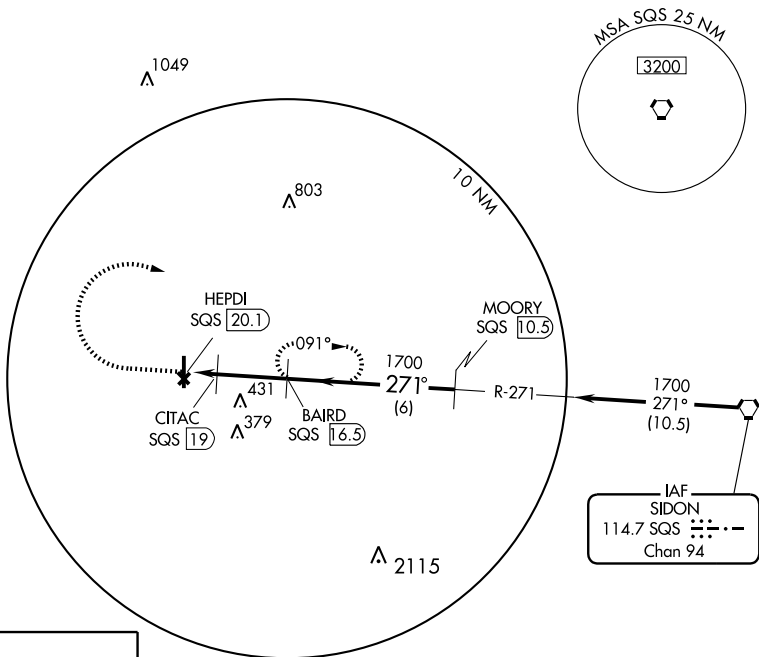
▲ NA

MISSED APPROACH: Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

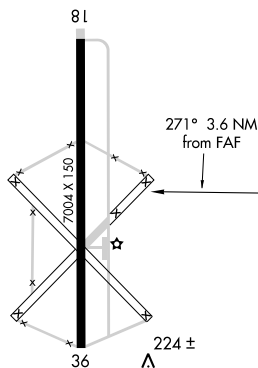
GREENVILLE ASOS
125.525

MEMPHIS CENTER
135.875 269.35

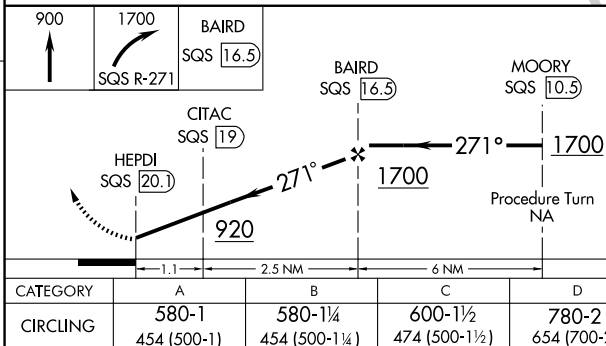
UNICOM
122.8 (CTAF) 0



ELEV 126



MIRL Rwy 17-35 **0**



VOR/DME GLH 110.2 Chan 39	APP CRS 094°	Rwy Idg TDZE Apt Elev N/A N/A 126
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VOR/DME-B
INDIANOLA MUNI (IDL)

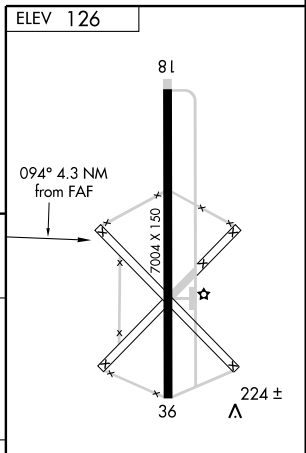
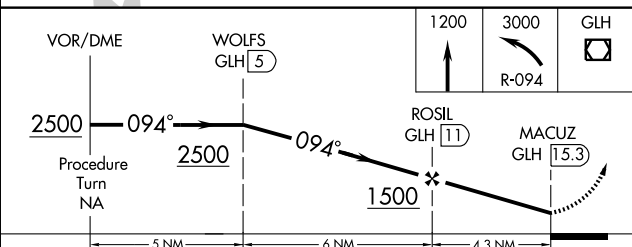
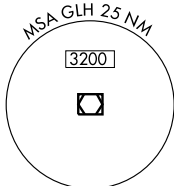
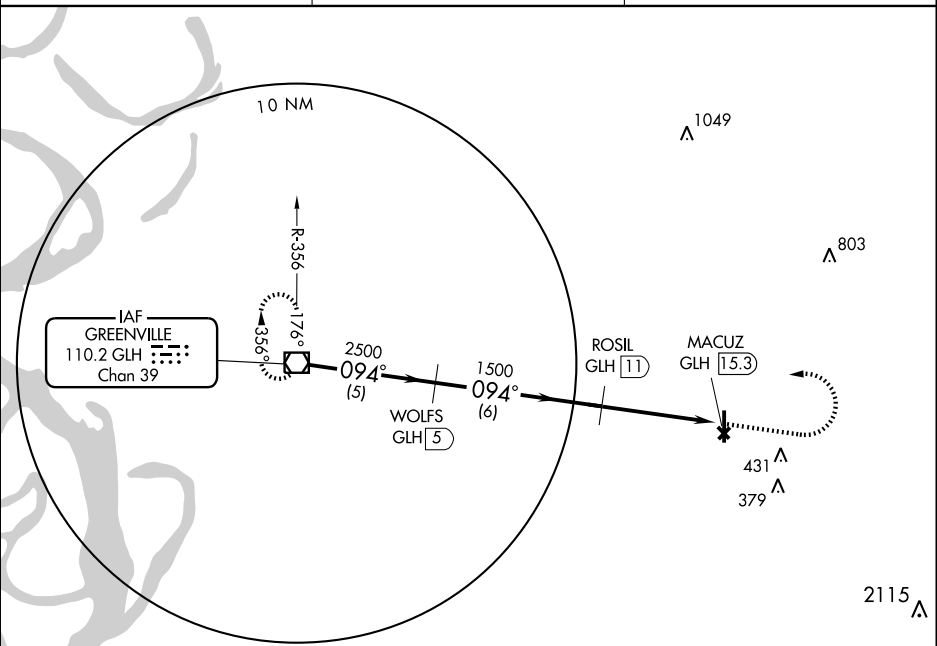
▼ Use Greenville altimeter setting; when not received, use
▲ NA Greenwood altimeter setting and increase all MDA 40 feet
and Circling Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn
to 3000 on R-094 to GLH VOR/DME and hold.

GREENVILLE ASOS
125.525

MEMPHIS CENTER
135.875 269.35

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)

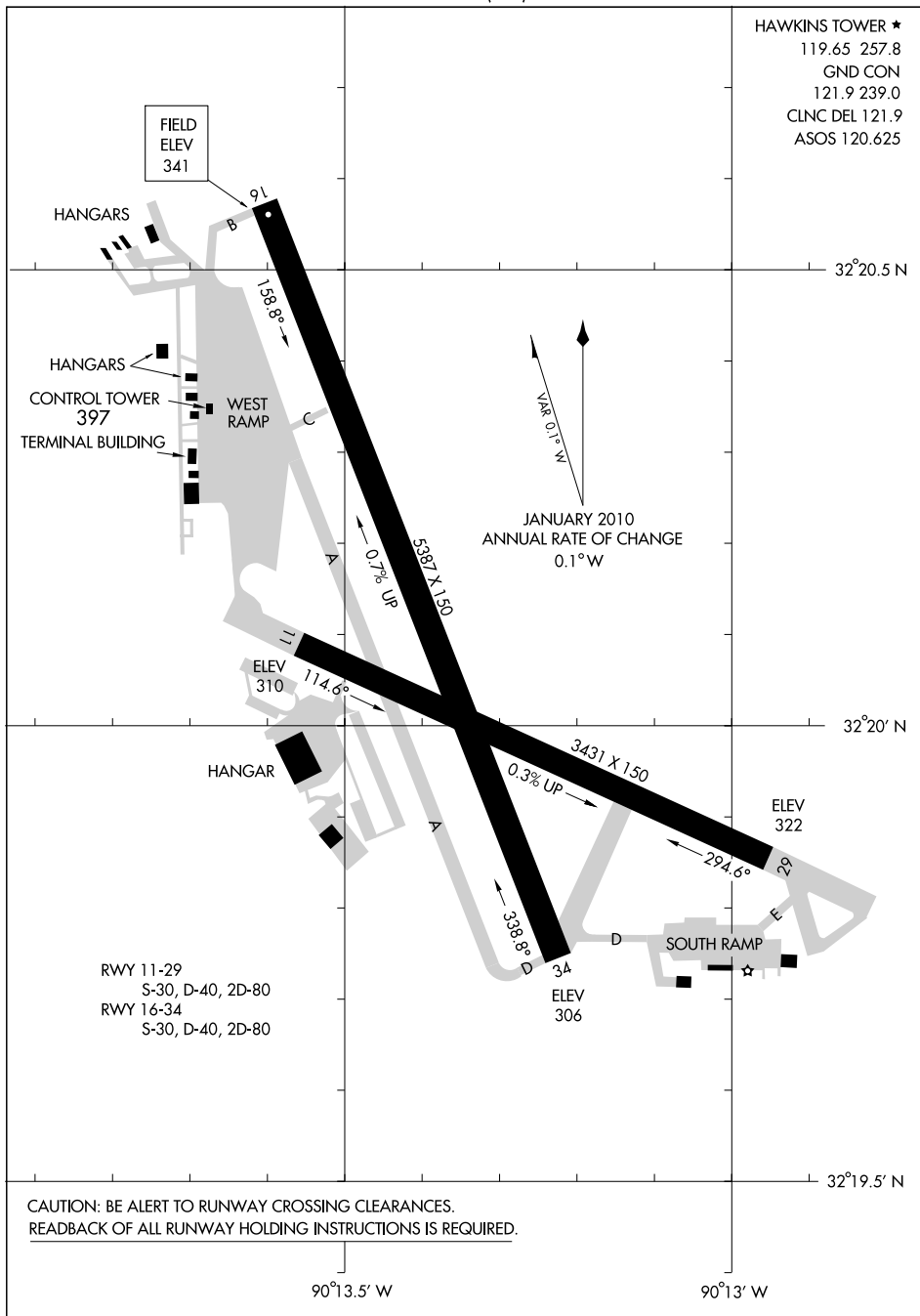
MIRL Rwy 17-35 **0**

AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)
JACKSON, MISSISSIPPI

SC-4, 23 SEP 2010 to 21 OCT 2010



SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

JACKSON, MISSISSIPPI
JACKSON/HAWKINS FIELD (HKS)

IUKA (15M) 3 SE UTC-6(-5DT) N34°46.34' W88°09.95'

630 B **FUEL** 100LL NOTAM FILE GW0

RWY 18-36: H4000X75 (ASPH-GRVD) S-30 MIRL

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended daltg hours. Fuel 24 hr credit card svc avbl. For after hrs svc ctc arpt manager 662-423-3427 or 662-432-6699. **ACTIVATE MIRL Rwy 18-36—CTAF.** Rwy lgts ints cannot be changed.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41' W87°29.49' 276° 33.6 NM to fld. 580/01E.

MEMPHIS

L-18H

JACKSON

HAWKINS FLD (HKS) 3 NW UTC-6(-5DT) N32°20.09' W90°13.35'

341 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE HKS

RWY 16-34: H5387X150 (ASPH-GRVD) S-30, D-40, 2D-80 HIRL 0.7% up NW

RWY 16: MALSR. PAPI(P4L). **RWY 34:** REIL. Trees.

RWY 11-29: H3431X150 (CONC) S-30, D-40, 2D-80
MIRL 0.3% up SE

RWY 11: P-line.

RWY 29: Trees.

AIRPORT REMARKS: Attended 1300-0300Z†. Landing fee. Fee for acft over 25,500 lbs without purchase of fuel. When twr is clsd Rwy 11-29 MIRL unavailable, Rwy 34 REIL left on. Rwy 16-34 lgts on continuous step 3—PCL OTS indef. **ACTIVATE HIRL Rwy 16-34 and MALSR Rwy 16—CTAF.**

WEATHER DATA SOURCES: ASOS 120.625 (601) 354-4037.

COMMUNICATIONS: CTAF 119.65 **UNICOM** 122.95

Ⓡ **JACKSON APP/DEP CON** 123.9 (333°-152°) 125.25
(153°-332°)(1200-0500Z†)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z†)
TOWER 119.65 (1300-0300Z†) **GND CON** 121.9
JACKSON CLNC DEL 121.9

AIRSPACE: CLASS D svc 1300-0300Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 190° 10.7 NM to fld. 360/05E.

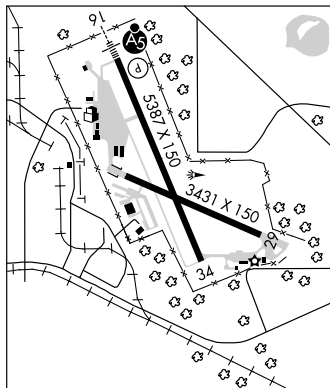
BREZN NDB (MHW/LOM) 260 JH N32°24.78' W90°15.68' 157° 5.1 NM to fld. NDB unmonitored
0300-1300Z†. NOTAM FILE HKS.

ILS 111.7 I-JHF Rwy 16. LOM BREZN NDB. BREZN NDB unmonitored 0300-1300Z†. (ILS Unmonitored when Jackson twr closed)

MEMPHIS

H-6J, L-18G

IAP, AD



LOC I-JHF 111.7	APP CRS 159°	Rwy Idg TDZE Apt Elev	5387 341 341
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ILS or LOC RWY 16

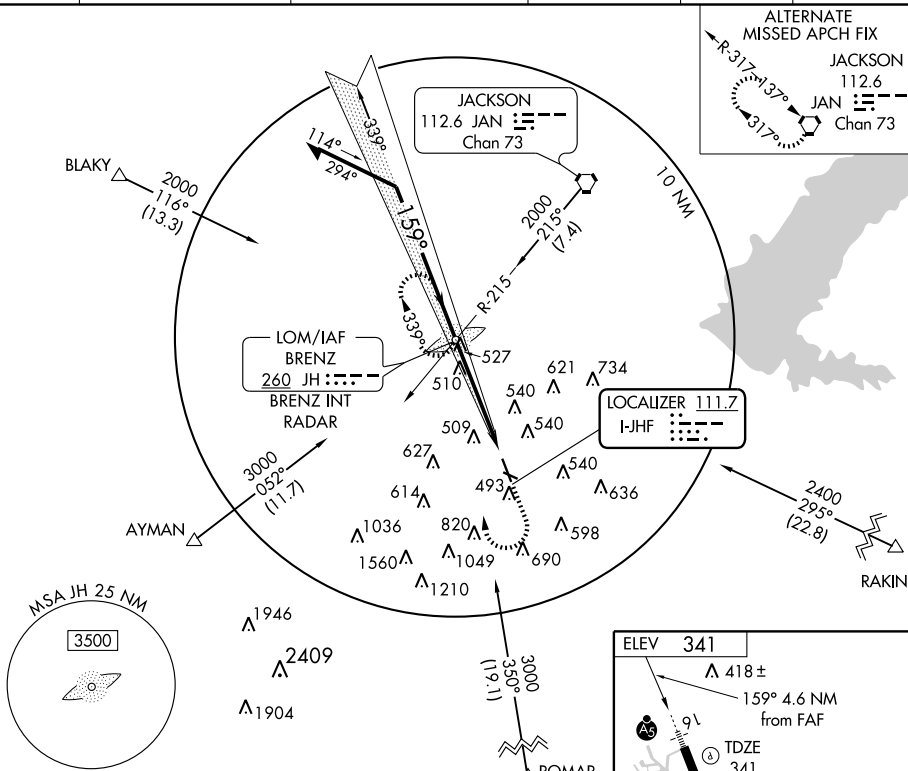
JACKSON/HAWKINS FIELD (HKS)

When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet and increase S-LOC 16 Cat D visibility ¼ mile. Glideslope unusable when control tower not in operational, only localizer minimums authorized during this period. ADF Required.



MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct BRENZ LOM/Int/RADAR and hold.

ASOS 120.625	JACKSON APP CON ★ 123.9 125.25 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9	UNICOM 122.95
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Remain within 10 NM

BRENTZ LOM/INT RADAR

2500

3500

BRENTZ 260

2000

159°

339°

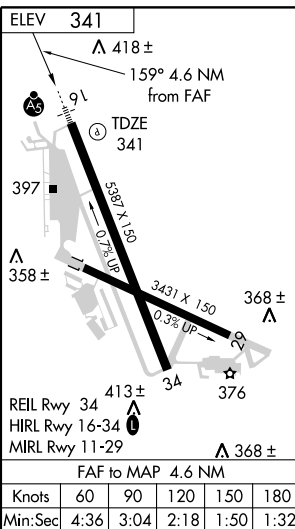
1866

1900

GS 3.00° TCH 56

4.6 NM

CATEGORY	A	B	C	D
S-ILS 16	541-½ 200 (200-½)			
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)	
CIRCLING	840-1 499 (500-1)		840-1½ 499 (500-1½)	
			920-2 579 (600-2)	



WAAS CH 50316 W16A	APP CRS 159°	Rwy Idg TDZE 341 Apt Elev 341
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RNAV (GPS) RWY 16

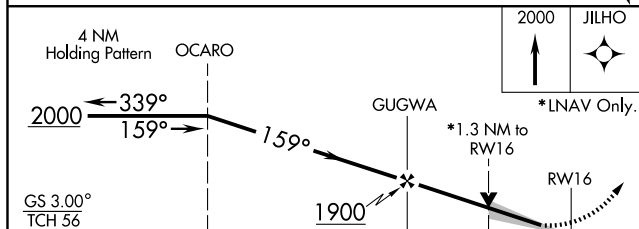
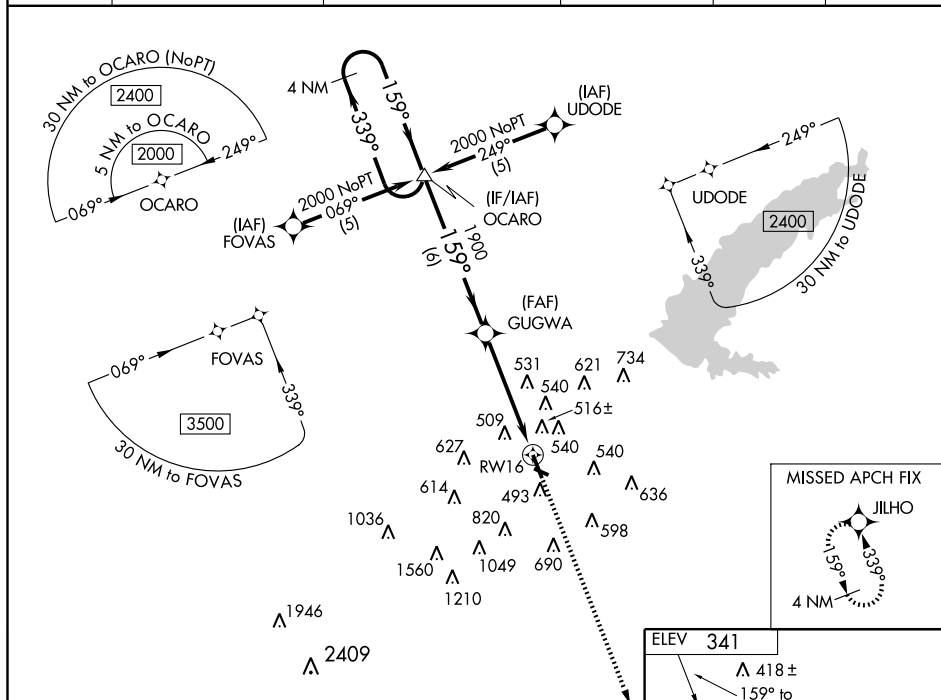
JACKSON/HAWKINS FIELD (HKS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.

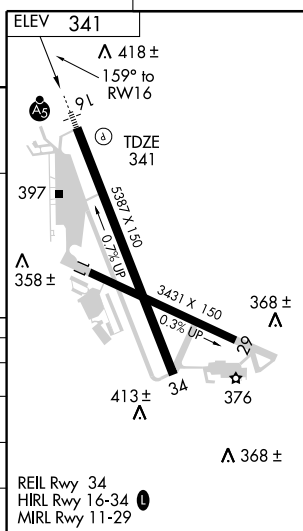


MISSED APPROACH: Climb to 2000 direct JILHO and hold.

ASOS	JACKSON APP CON *	HAWKINS TOWER *	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) 0 257.8	121.9 239.0	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	541-1/2	200 (200-1/2)		
LNAV/VNAV DA	896-1 1/2	555 (600-1 1/2)		
LNAV MDA	800-1/2 459 (500-1/2)	800-3/4 459 (500-3/4)	800-1 459 (500-1)	
CIRCLING	840-1 499 (500-1)	840-1 1/2 499 (500-1 1/2)	920-2 579 (600-2)	



WAAS CH 56416 W34A	APP CRS 339°	Rwy Idg TDZE Apt Elev	5387 322 341
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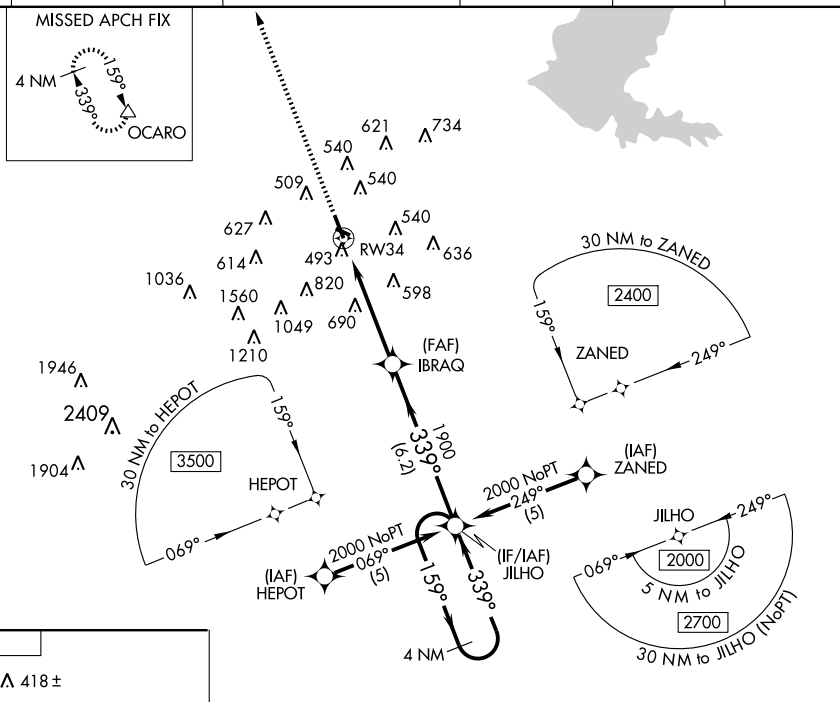
RNAV (GPS) RWY 34

JACKSON/HAWKINS FIELD (HKS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.

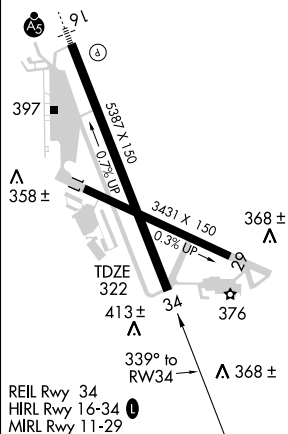
MISSED APPROACH: Climb to 2000 direct OCARO and hold.

ASOS 120.625	JACKSON APP CON ★ 123.9 125.25 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9	UNICOM 122.95
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ELEV 341

△ 418 ±



2000

↑

OCARO

△

*LNAV Only.

RW34

↙

1.9 NM

↘

2.9 NM

↘

6.2 NM

→

IBRAQ

✕

1900

JILHO

4 NM Holding Pattern

159° →

← 339°

2000

GS 3.00°

TCH 40

CATEGORY	A		B	C	D
LPV DA			709-1½	387 (400-1½)	
LNAV/VNAV DA			803-1¾	481 (400-1¾)	
LNAV MDA	940-1	618 (700-1)	940-1¾ 618 (700-1¾)	940-2 618 (700-2)	
CIRCLING	940-1	599 (600-1)	940-1¾ 599 (600-1¾)	940-2 599 (600-2)	

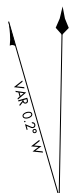
10210

AIRPORT DIAGRAM

JACKSON-EVERS INTL (JAN)

JACKSON, MISSISSIPPI

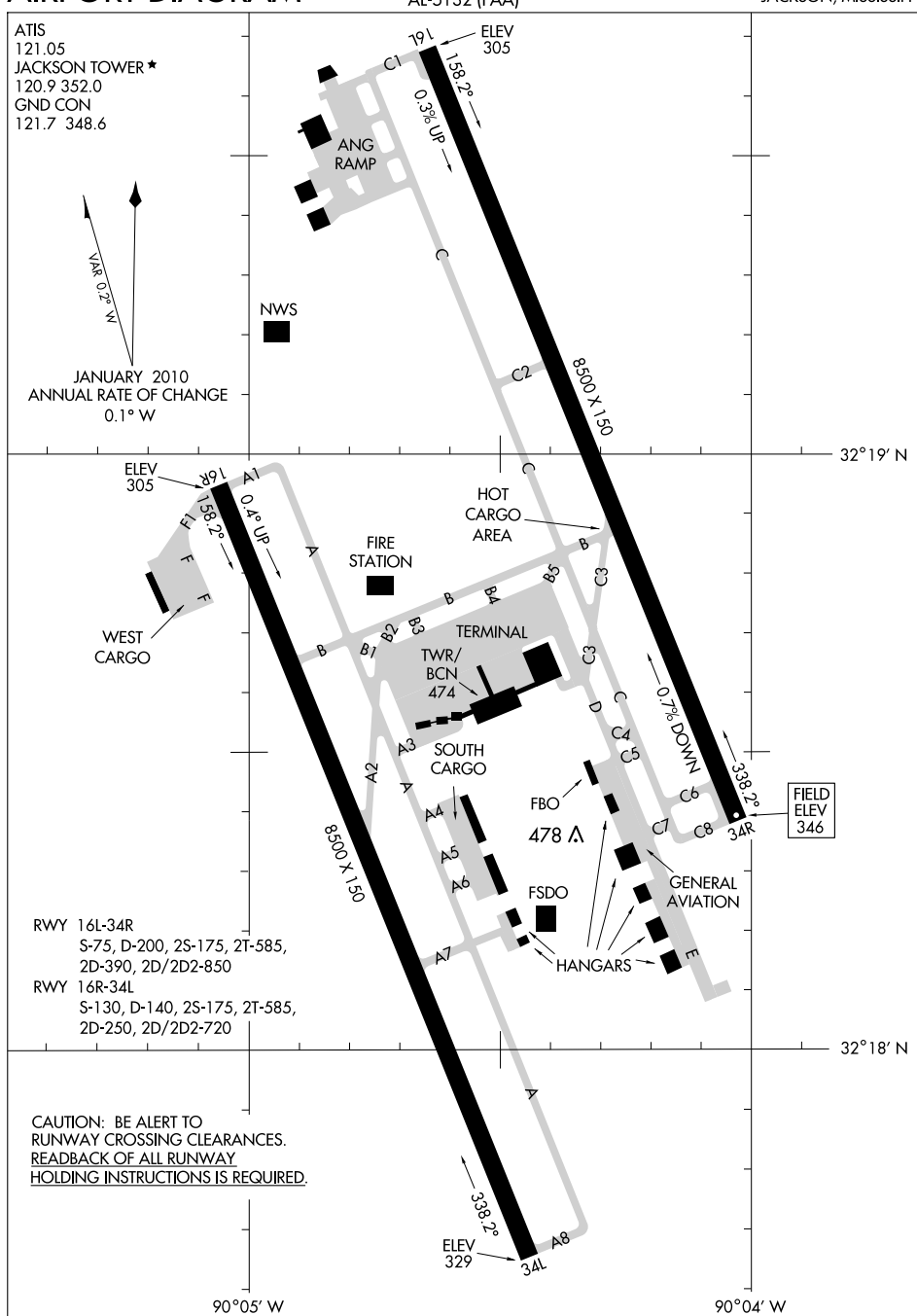
ATIS
121.05
JACKSON TOWER ★
120.9 352.0
GND CON
121.7 348.6



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

AL-5132 (FAA)

SC-4, 23 SEP 2010 to 21 OCT 2010



SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

JACKSON, MISSISSIPPI
JACKSON-EVERS INTL (JAN)

10210

JACKSON-EVERS INTL (JAN)(KJAN) CIV/MIL/P/ANG 5 E UTC-6(-5DT) N32°18.67' W90°04.55' **MEMPHIS**
 346 B S2 FUEL 100 LL OX 2 LRA Class I, ARFF Index C H-6J, L-18G
 NOTAM FILE JAN IAP, DIAP, AD

RWY 16R-34L: H8500X150 (ASPH-GRVD) S-130, D-140, 2S-175,
 2T-585, 2D-250, 2D/2D2-720 HIRL CL

RWY 16R: REIL. PAPI(P4L)—GA 3.0° TCH 80'. 0.4% up.

RWY 34L: MALSR. TDZL. Trees.

RWY 16L-34R: H8500X150 (ASPH-GRVD) S-75, D-200, 2S-175,
 2T-585, 2D-390, 2D/2D2-850 HIRL CL

RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees. 0.3% up.

RWY 34R: REIL. PAPI(P4R)—GA 3.0° TCH 52'. Trees. 0.7% down.

MILITARY SERVICES: JASU 8(A/M32A-86D) 3(MC-1A)

AIRPORT REMARKS: Arrived continuously. Rwy 16L +8' stop sign at end of rwy 160' from thld 280' right. Weight bearing capacity for Rwy 16L-34R and Rwy 16R-34L is TRT 585 to accommodate C-17 acft. Be alert when crossing AER 16R. Rwy 16L and Rwy 34R rwy visual range touchdown, midpoint and rollout avbl. Rwy 34L rwy visual range touchdown avbl. When twr clsd HIRL Rwy 16L-34R and HIRL Rwy 16R-34L on continuously step 3. ACTIVATE MALSR Rwy 34L, HIRL Rwy 16L-34R HIRL Rwy 16R-34L, REIL Rwy 34R—CTAF. ACTIVATE REIL Rwy 16R—120.7. Rwy 16L ALSF—2 preset on med ints. Ldg fee for non-commercial acft over 25,500 pounds, fee waived for larger non-scheduled acft with sufficient fuel purchase. U.S. Customs user fee arpt.

MILITARY REMARKS: See FLIP AP/1 supplementary arpt remark. **ANG** Official business only. All tran acft 48 hr PPR, ctc Base Ops. Tran acft use FBO for svc. Base Ops opr weekdays 1300-2230Z, DSN 828-8372, C601-405-8372, fax DSN 828-8100, C601-405-8100. Command Post opr 24 hr., DSN 828-8350, C601-405-8350.

WEATHER DATA SOURCES: ASOS (601)932-2822. LLWAS.

COMMUNICATIONS: CTAF 120.9 ATIS 121.05 UNICOM 122.95

RCO 122.65 122.2 (GREENWOOD RADIO) RCO 122.1R 112.6T (GREENWOOD RADIO)

Ⓡ APP/DEP CON 123.9 317.7 (333°-152°) 125.25 319.2 (153°-332°)(1200-0500Z)

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 259.1 (0500-1200Z)

TOWER 120.9 352.0 (1200-0500Z) GND CON 121.7 348.6

ANG COMD POST 264.6 (172nd AW CP)

AIRSPACE: CLASS C svc 1200-0500Z ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

(H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 153° 12.6 NM to fld. 360/05E.

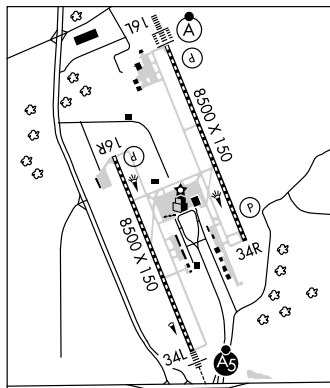
ALLEN NDB (LOM) 365 JA N32°24.75' W90°07.17' 157° 6.5 NM to fld. Unmonitored 0500-1200Z.

ILS 109.3 I-FRL Rwy 34L. Class IB. Unmonitored 0500-1200Z.

ILS 110.5 I-JAN Rwy 16L. Class IIIE. LOM ALLEN NDB. Unmonitored 0500-1200Z.

ASR (1200-0500Z)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.



JAMES H EASOM FLD (See NEWTON)

JOE WILLIAMS NOLF (NJW) N32°47.94' W88°50.07'

AIRSPACE: CLASS D svc Mon-Fri 1400-2330Z other times CLASS G.

MEMPHIS

H-6J, L-18G

JOHN BELL WILLIAMS (See RAYMOND)

LOC I-JAN 110.5	APP CRS 158°	Rwy Idg TDZE Apt Elev	8500 312 346
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ILS RWY 16L (CAT II)

JACKSON-EVERS INTL (JAN)

T When Control Tower closed Cat II not authorized.
ASR

ALSF-2



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS
121.05

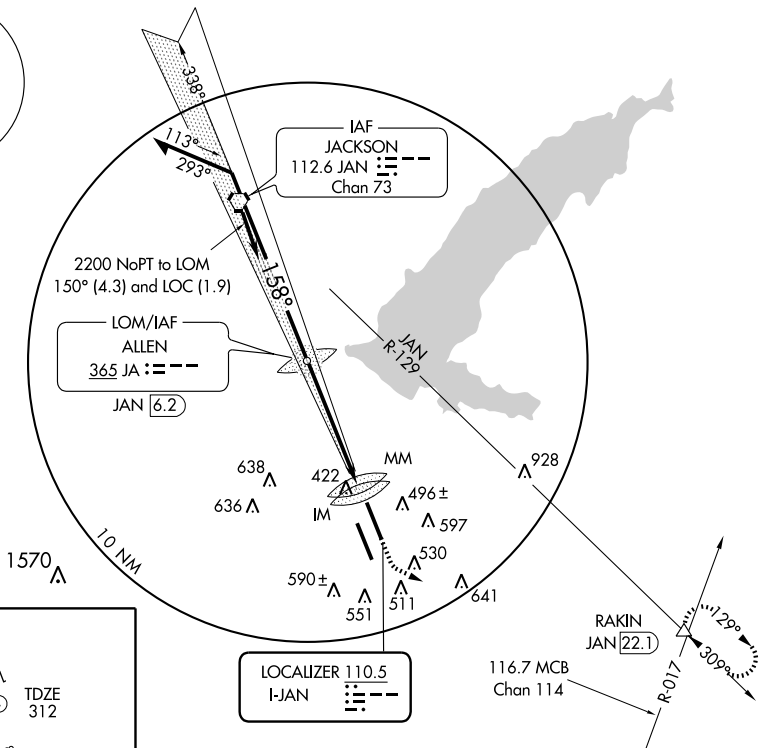
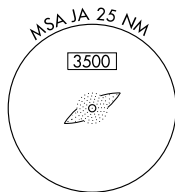
JACKSON APP CON *
123.9 317.7

JACKSON TOWER *
120.9 (CTAF) 0 352.0

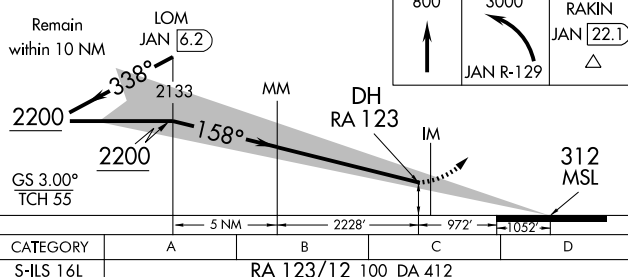
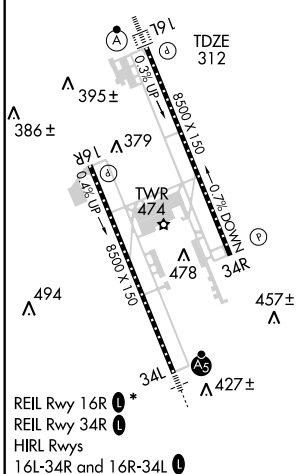
GND CON
121.7 348.6

120.7 0 *

UNICOM
122.95



ELEV 346



CATEGORY	A	B	C	D
S-ILS 16L				

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOC I-JAN 110.5	APP CRS 158°	Rwy Idg TDZE Apt Elev	8500 312 346
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ILS RWY 16L (CAT III)
JACKSON-EVERS INTL (JAN)

⚠ When Control Tower closed Cat IIIA and Cat IIIB not authorized.
ASR

ALSF-2
A

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS
121.05

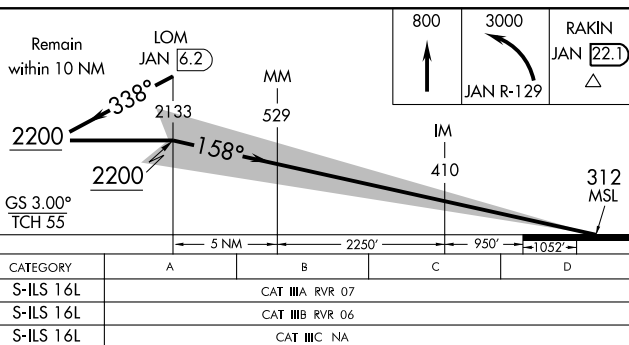
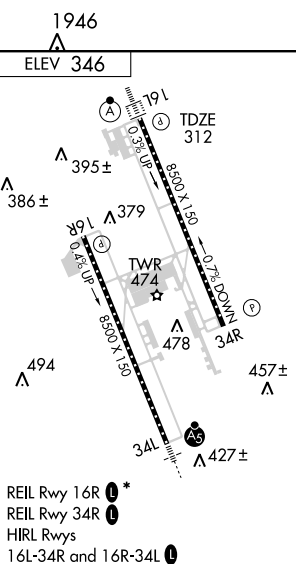
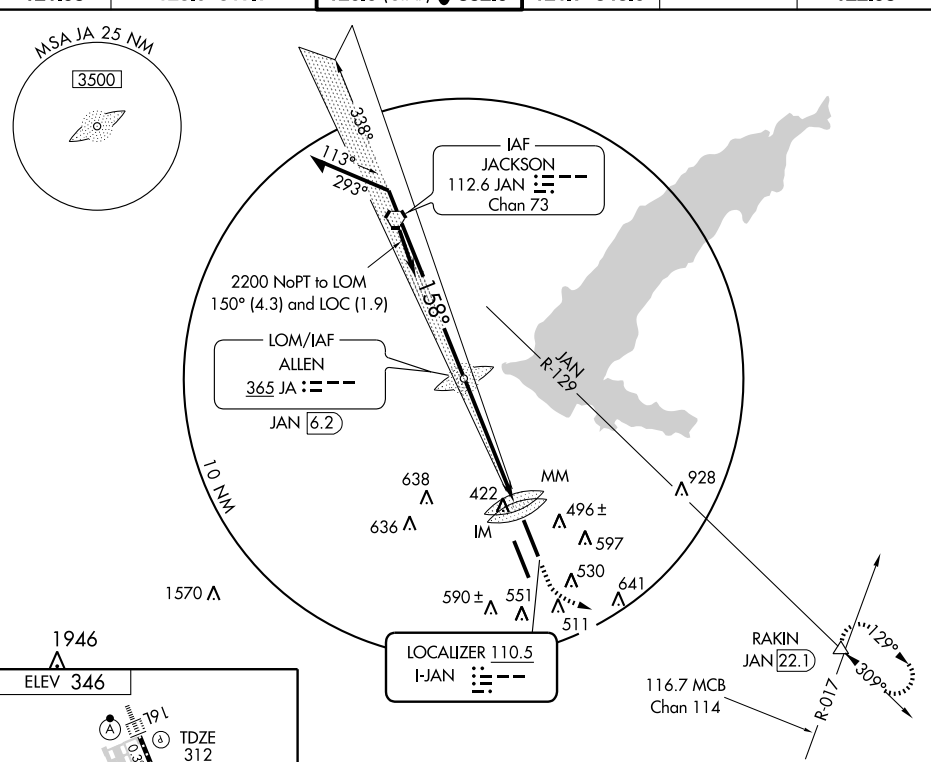
JACKSON APP CON *
123.9 317.7

JACKSON TOWER *
120.9 (CTAF) 0 352.0

GND CON
121.7 348.6

120.7 0 *

UNICOM
122.95




CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-JAN 110.5	APP CRS 158°	Rwy Idg TDZE Apt Elev	8500 312 346
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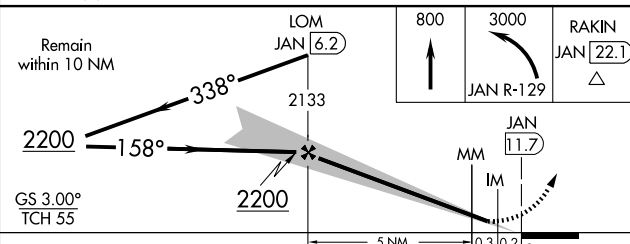
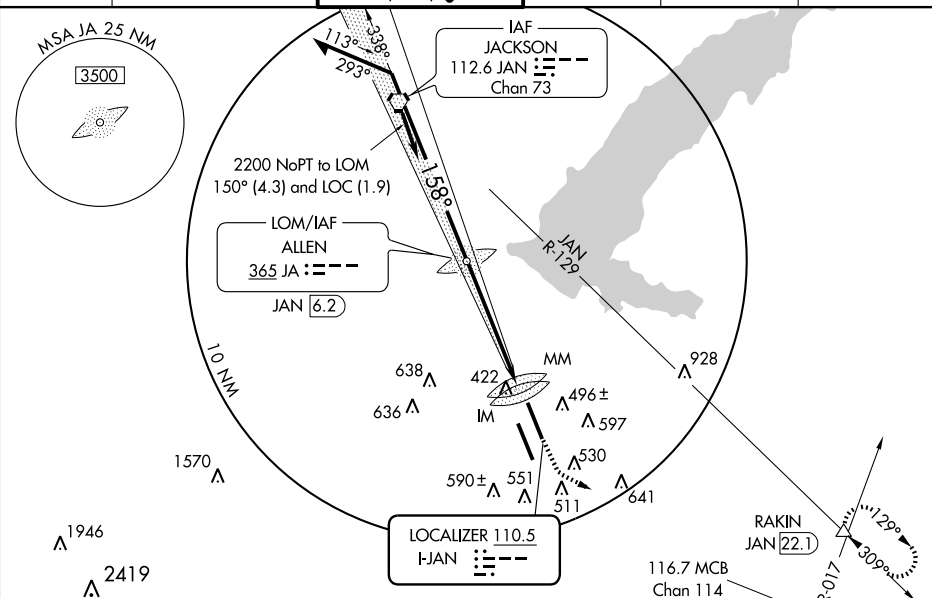
ILS RWY 16L

JACKSON-EVERS INTL (JAN)

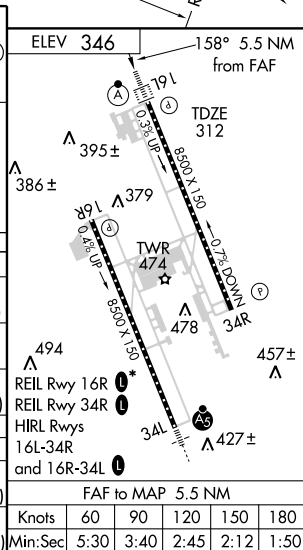
⚠ Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

ALSF-2
ⓐ 
MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				512/24 200 (200-½)
S-LOC 16L	720/24 408 (400-½)			720/40 408 (400-¾)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
CONTROL TOWER CLOSED					
S-ILS 16L	512-¾ 200 (200-¾)				
S-LOC 16L	720-1 408 (400-1)		720-1¼ 408 (400-1¼)		720-1½ 408 (400-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)



JACKSON FOUR DEPARTURE

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI

ATIS 121.05
GND CON
121.7 348.6
JACKSON TOWER ★
120.9 (CTAF) 352.0

NOTE: Chart not to scale.

NOTE: Use frequency depicted within sector where Fix/NAVAID for your route is located.

WEST DEPARTURE
125.25 319.2

EAST DEPARTURE
123.9 317.7

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' -W86°41.09'
L-16, H-6-9

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' -W89°58.99'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21' -W86°53.99'
L-18, H-6-9

BIGBEE
116.2 IGB
Chan 109
N33°29.13' -W88°30.82'
L-18, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71' -W88°48.26'
L-18, H-6

MONTGOMERY
112.1 MGM
Chan 58
N32°13.34' -W86°19.18'
L-18, H-6-9

MONROEVILLE
116.8 MVC
Chan 115
N31°27.63' -W87°21.17'
L-22

SEMMES
115.3 SJL
Chan 100
N30°43.56' -W88°21.56'
L-21-22, H-6-7-8

GULFPORT
109.0 GPT
Chan 27
N30°24.41' -W89°04.61'
L-21-22

TUPELO
109.8 OTB
Chan 35
N34°13.43' -W88°47.84'
L-18

SIDON
114.7 SQS
Chan 94
N33°27.83' -W90°16.64'
L-18, H-6

JACKSON
112.6 JAN
Chan 73
N32°30.45' -W90°10.06'
L-18, H-6

EATON
110.6 LBY
Chan 43
N31°25.12' -W89°20.26'
L-22

NATCHEZ
110.0 HEZ
Chan 37
N31°37.09' -W91°17.98'
L-22

GREENVILLE
110.2 GLH
Chan 39
N33°31.41' -W90°58.98'
L-18

McCOMB
116.7 MCB
Chan 114
N31°18.27' -W90°15.49'
L-21-22, H-6

BATON ROUGE
116.5 BTR
Chan 112
N30°29.11' -W91°17.64'
L-21-22

MONTICELLO
111.6 MON
Chan 53
N33°33.72' -W91°42.94'
L-18

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66' -W92°10.83'
L-18, H-6

PINE BLUFF
116.0 PBF
Chan 107
N34°14.81' -W91°55.57'
L-18

EL DORADO
115.5 ELD
Chan 102
N33°15.37' -W92°44.64'
L-17

BELCHER
117.4 EIC
Chan 121
N32°46.28' -W93°48.60'
L-17, H-6

MONROE
117.2 MLU
Chan 119
N32°31.01' -W92°02.16'
L-18

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

HUMBLE
116.6 IAH
Chan 113
N29°57.42' -W95°20.74'
L-19-21, H-7

DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route.

Maintain 5000' or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

JACKSON FOUR DEPARTURE
(JAN4.JAN) 08213

JACKSON, MISSISSIPPI
JACKSON-EVERS INTL (JAN)

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 72911 W16A	APP CRS 158°	Rwy Idg 8500 TDZE 312 Apt Elev 346
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RNAV (GPS) RWY 16L

JACKSON-EVERS INTL (JAN)

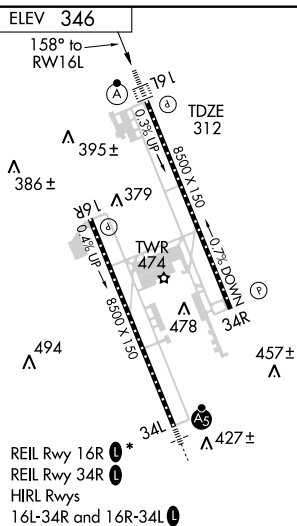
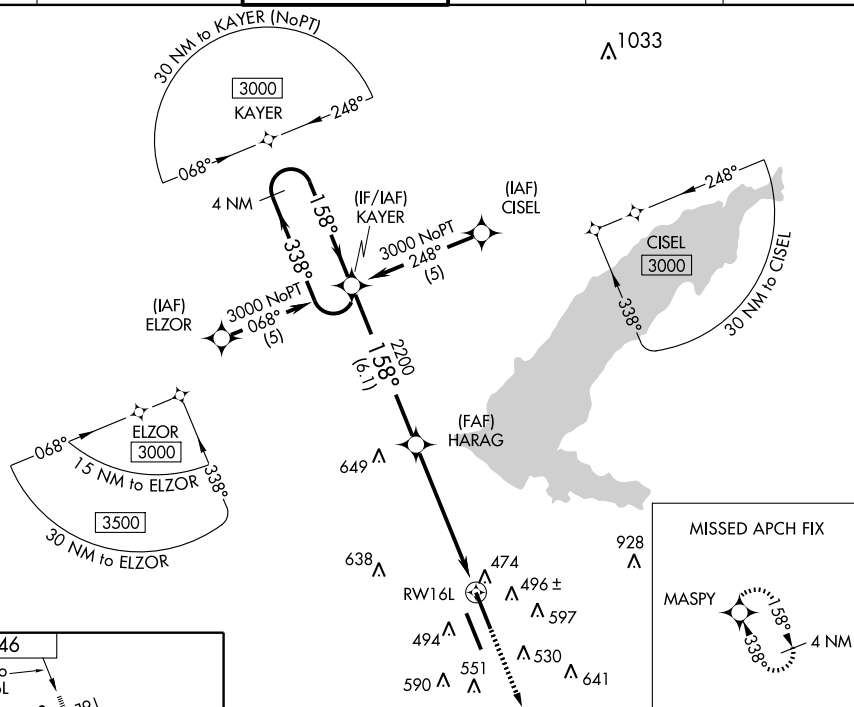
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

ALSF-2



MISSED APPROACH: Climb to 3000 direct MASP and hold.

ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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4 NM Holding Pattern KAYER

VGSI and RNAV glidepath not coincident.

3000

338°

158°

HARAG

2200

*1.2 NM to RW16L

*RNAV only

GS 3.00° TCH 55°

6.1 NM

4.5 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA	512/24 200 (200-½)			
RNAV/VNAV DA	724/50 412 (400-1)			
RNAV MDA	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-½)	900-2 554 (600-2)

WAAS CH 49211 W16B	APP CRS 158°	Rwy Idg TDZE 319 Apt Elev 346
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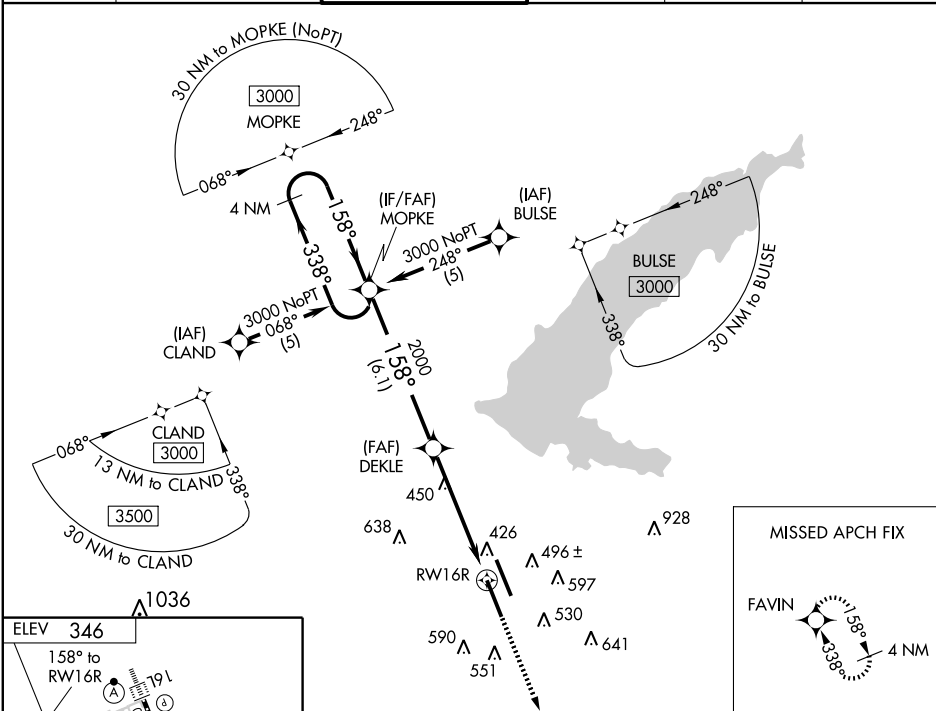
RNAV (GPS) RWY 16R

JACKSON-EVERS INTL (JAN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all ASR DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 *	UNICOM 122.95
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4 NM Holding Pattern MOPKE				
VGSI and RNAV glidepath not coincident.				
3000 ← 338° → 158° → 2000				
DEKLE				
RWY 16R				
6.1 NM 4 NM 1.1				
CATEGORY	A	B	C	D
LPV DA	656-1¼ 337 (400-1¼)			
LNAV/VNAV DA	758-1½ 439 (500-1½)			
LNAV MDA	720-1	401 (400-1)	720-1¼	401 (400-1¼)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

WAAS
CH 61301
W34A

APP CRS
338°

Rwy Idg	8500
TDZE	329
Apt Elev	346

RNAV (GPS) RWY 34L
JACKSON-EVERS INTL (JAN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.



MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

ATIS
121.05

JACKSON APP CON ★
123.9 317.7

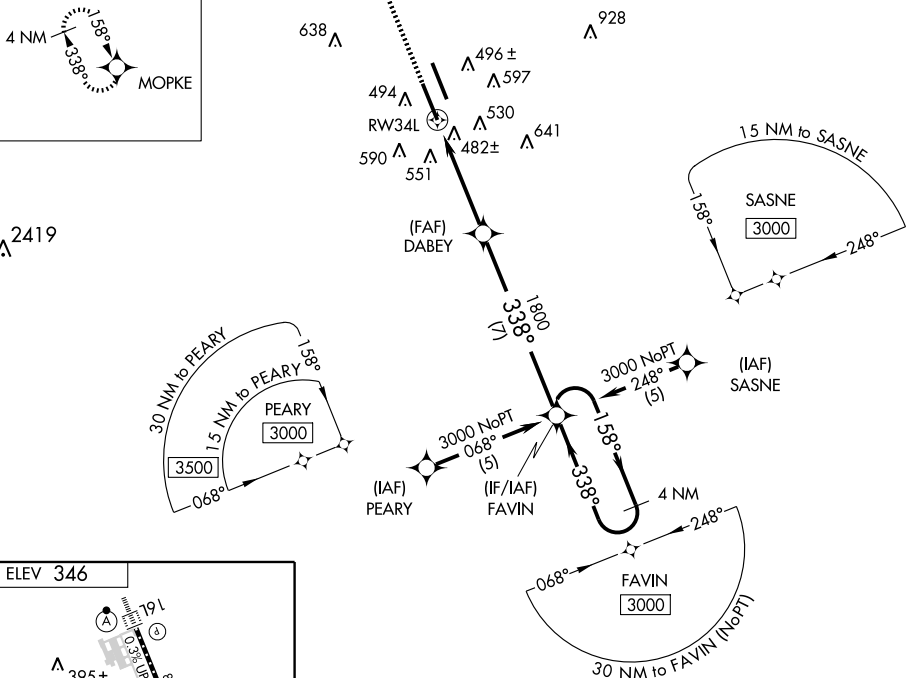
JACKSON TOWER★
120.9 (CTAF) 352.0

GND CON
121.7 348.6

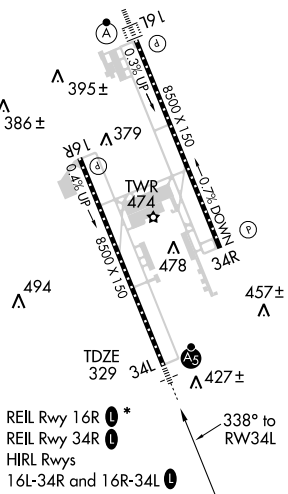
120.7 L*

UNICOM
122.95

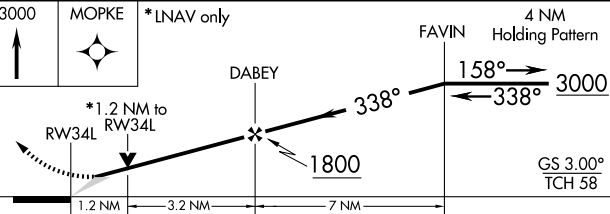
MISSED APCH FIX



ELEV 346



* LNAV only



CATEGORY		A	B	C	D
LPV	DA	529/24 200 (200-½)			
LNAV/ VNAV	DA	875-1½ 546 (600-½)			
LNAV	MDA	780/24 451 (500-½)		780/40 451 (500-¾)	780/50 451 (500-1)
CIRCLING		840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

JACKSON, MISSISSIPPI
Amdt 2 09127

32°19' N-90°05' W

JACKSON-EVERS INTL (JAN)
RNAV (GPS) RWY 34L

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4 23 SEP 2010 to 21 OCT 2010

WAAS CH 45811 W34B	APP CRS 338°	Rwy Idg 8500 TDZE 346 Apt Elev 346
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RNAV (GPS) RWY 34R

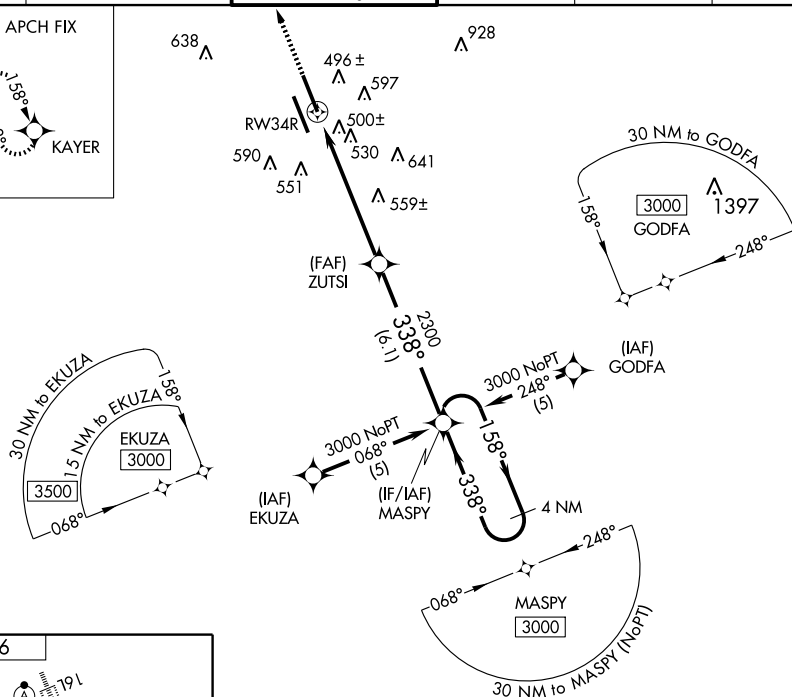
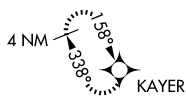
JACKSON-EVERS INTL (JAN)

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to 1½ mile. VDP and Baro-VNAV NA when using Hawkins field altimeter setting.

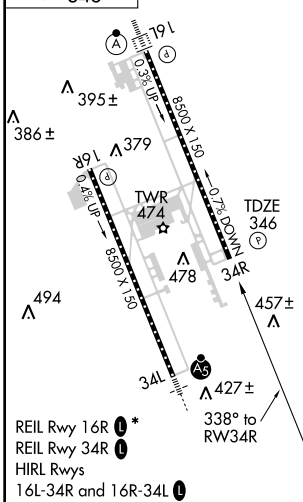
MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 *	UNICOM 122.95
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MISSED APCH FIX



ELEV 346



3000 ↑	KAYER ✦	VGSi and RNAV glidepath not coincident.		4 NM Holding Pattern
* LNAV only	* 1.3 NM to RW34R	ZUTSI	MASPY	158° → ← 338° 3000
RW34R				338°
				2300
				GS 3.00° TCH 55

	1.3	4.6 NM		6.1 NM		
CATEGORY		A	B	C	D	
LPV DA		738/60 392 (400-1¼)				
LNAV/VNAV DA		846-1¾ 500 (500-1¾)				
LNAV MDA		820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)	
CIRCLING		840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	

JACKSON, MISSISSIPPI

Amdt 1 09127

32°19'N-90°05'W

JACKSON-EVERS INTL (JAN)

RNAV (GPS) RWY 34R

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

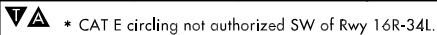
VORTAC JAN
112.6
Chan 73

APCH CR
152°

Rwy Idg	8500
TDZE	311
Arpt Elev	346

AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)



MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS
121.05

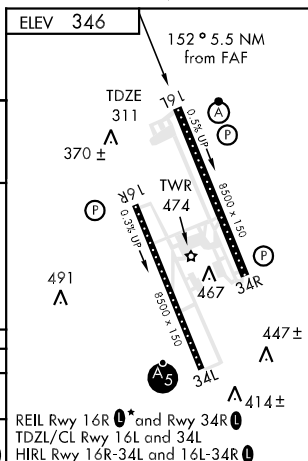
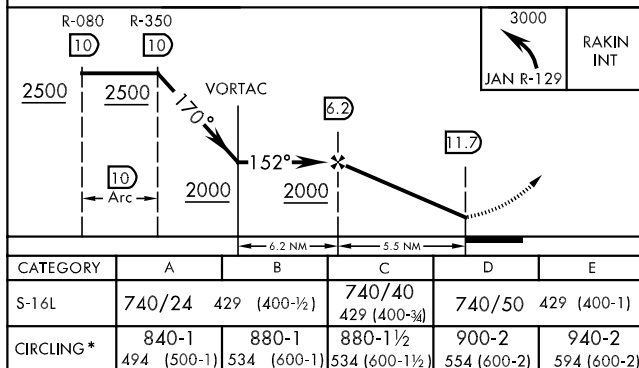
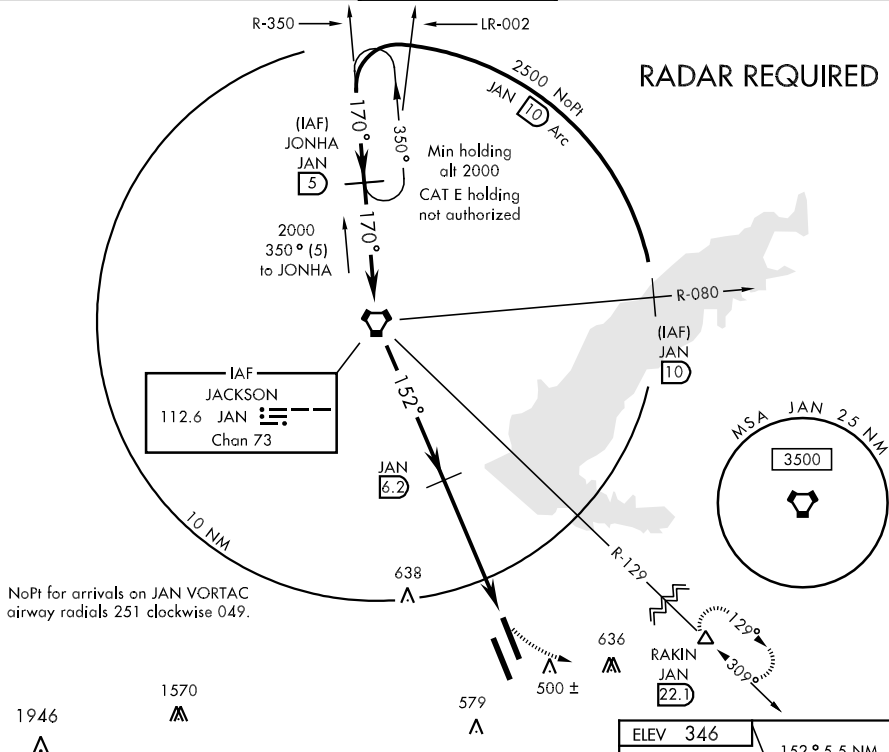
JACKSON APP CON
123.9 317.7

JACKSON TOWER
120.9 (CTAF) **L** 352.0

GND CON
121.7 348.6

120.7 L*

ASR



JACKSON, MISSISSIPPI

32° 19' N-90° 05' W

JACKSON-EVERS INTL (KJAN)

10266

TACAN RWY 16L

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

VORTAC JAN 112.6 Chan 73	APCH CRS 155°	Rwy Idg 8500 TDZE 319 Arpt Elev 346
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AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)



* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS
121.05

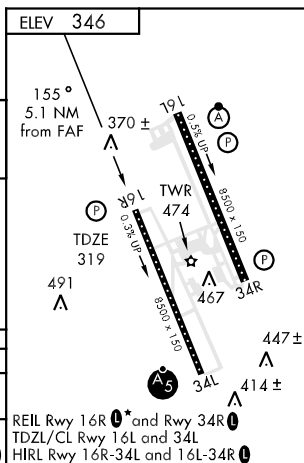
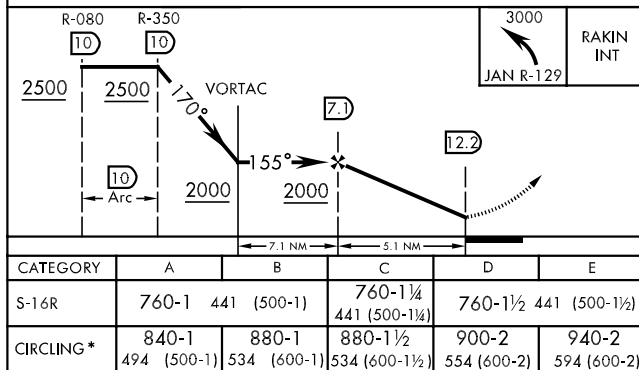
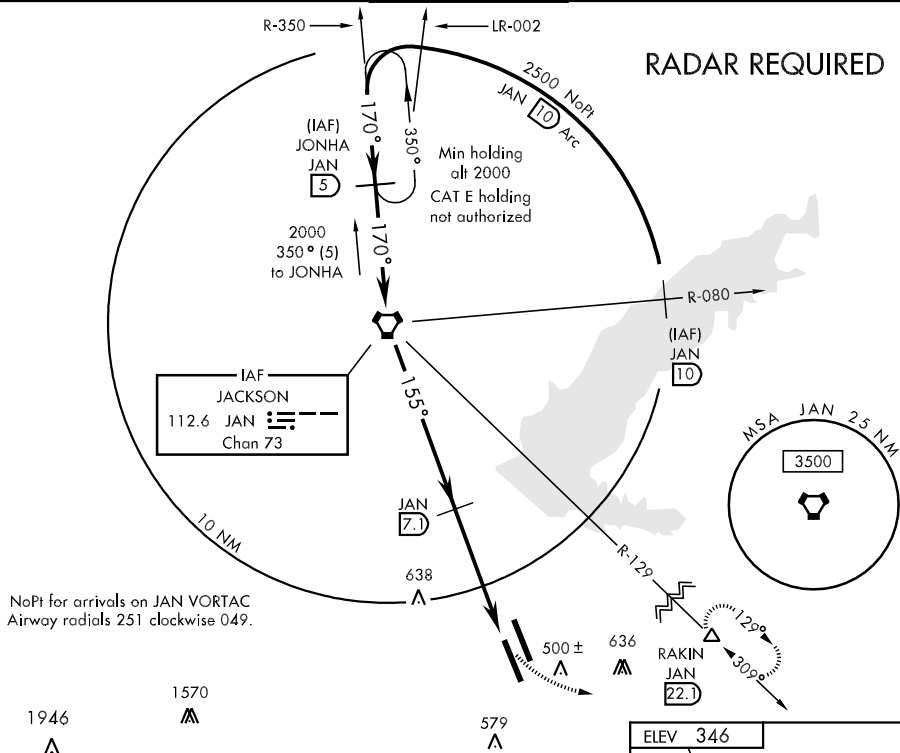
JACKSON APP CON
123.9 317.7

JACKSON TOWER
120.9 (CTAF) **L** 352.0

GND CON
121.7 348.6

120.7 L*

ASR



JACKSON, MISSISSIPPI

32° 19' N-90° 05' W

JACKSON-EVERS INTL (KJAN)

10266

TACAN RWY 16R

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

VORTAC JAN
112.6
Chan 73

APCH CRS
335°

Rwy Idg 8500
TDZE 329
Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)

When local altimeter setting not received, use Hawkins
Field altimeter setting and increase all MDA 20 feet and
increase S-34L CATS D and E visibility $\frac{1}{4}$ mile.

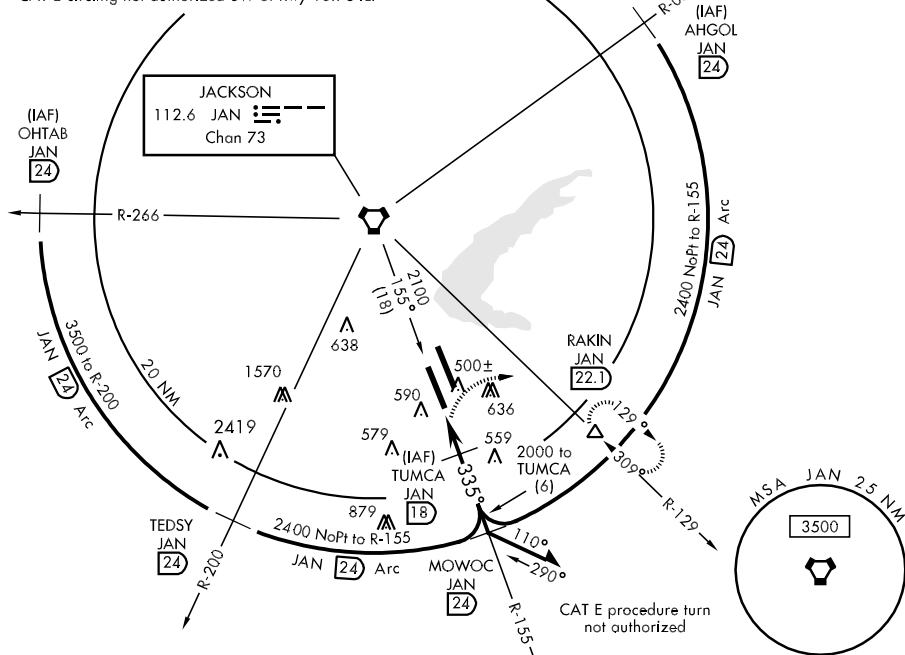


MISSED APPROACH: Climbing right turn to 3000 via heading
100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME
and hold.

ATIS 121.05	JACKSON APP CON 123.9 317.7	JACKSON TOWER 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	ASR
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When MALSR inop, increase CAT E $\frac{1}{2}$ mile.

* CAT E circling not authorized SW of Rwy 16R-34L.



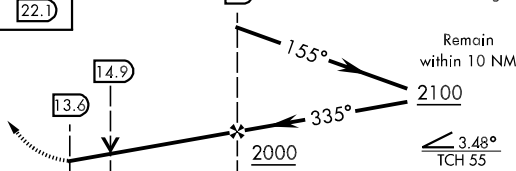
RADAR REQUIRED

3000 hdg 100°
JAN R-129

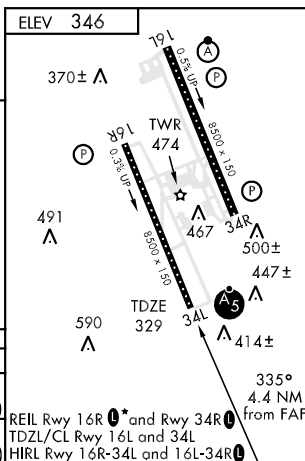
RAKIN JAN 22.1

TUMCA R-155

VDP NA when using Hawkins
Field altimeter setting.



CATEGORY	A	B	C	D	E
S-34L	840/24 511 (500- $\frac{1}{2}$)		840/50 511 (500-1)		840/60 511 (500-1 $\frac{1}{4}$)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1 $\frac{1}{2}$ 534 (600-1 $\frac{1}{2}$)	900-2 554 (600-2)	960-2 $\frac{1}{4}$ 614 (700-2 $\frac{1}{4}$)



VORTAC JAN 112.6 Chan 73	APCH CRS 332°	Rwy Idg 8500 TDZE 346 Arpt Elev 346
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AL-5132 [USAF]

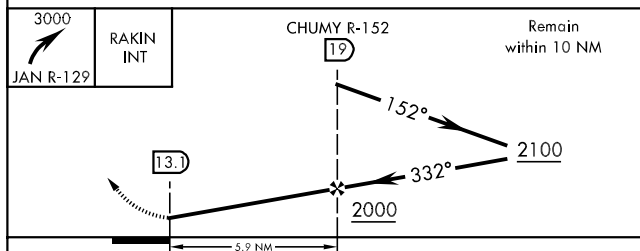
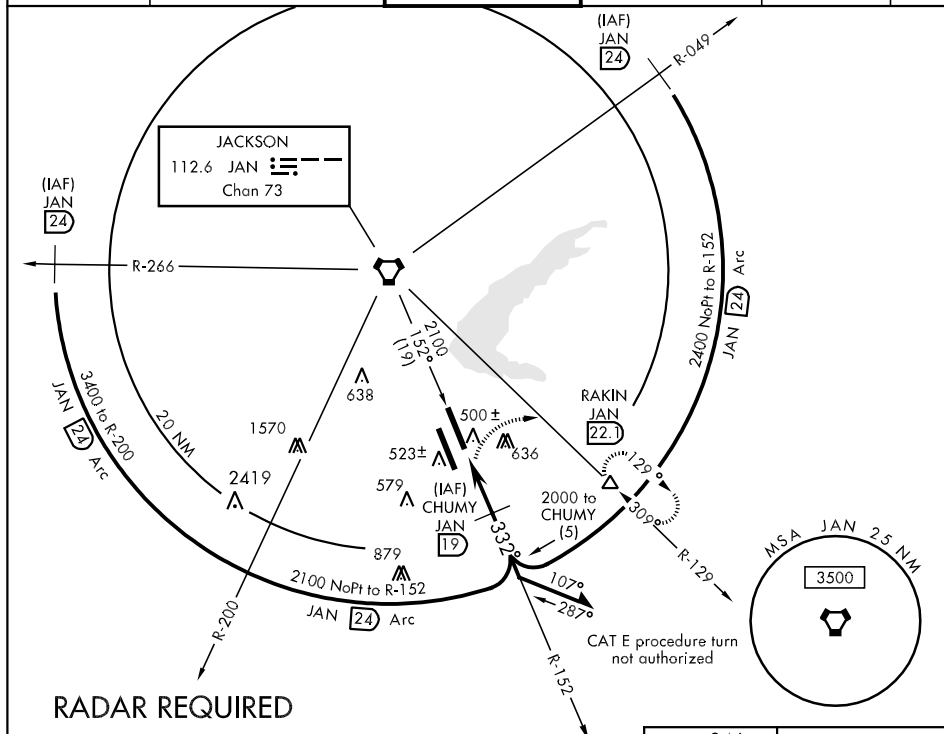
JACKSON-EVERS INTL (KJAN)



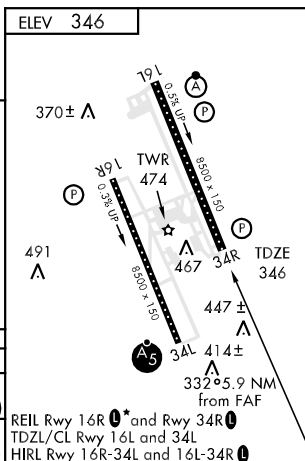
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing right turn to 3000
via JAN R-129 to RAKIN INT and hold.

ATIS 121.05	JACKSON APP CON 123.9 317.7	JACKSON TOWER 120.9 (CTAF) 352.0	GND CON 121.7 348.6	120.7 0*	ASR
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CATEGORY	A	B	C	D	E
S-34R	820/50 474 (500-1)		820/60 474 (500-1½)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)



KEY FLD (See MERIDIAN)**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

MEMPHIS

480 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 14-32: H5000X75 (ASPH) S-18 MIRL

IAP

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

AIRPORT REMARKS: Attended continuously. Wildlife on and in/ovf rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.

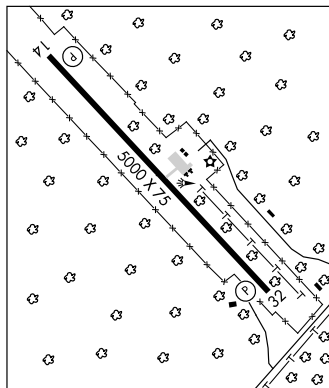
COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

**LAUREL** N31°40.21' W89°10.44'

NEW ORLEANS

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

L-22G

LAUREL**HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

NEW ORLEANS

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-22G

RWY 13-31: H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

IAP

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-0000Z, Sat

1500-0000Z, Sun 1900-0000Z. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop

duster activity in/ovf arpt. Ultralight activity on and in/ovf arpt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (601) 425-9792.**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

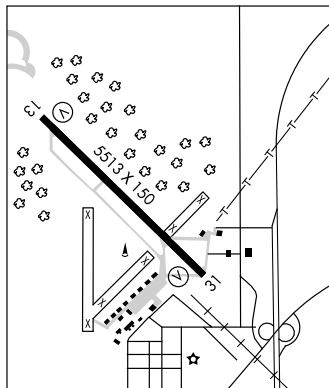
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

**LEXINGTON****C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

MEMPHIS

340 B NOTAM FILE GWO

L-18G

RWY 01-19: H3199X60 (ASPH) S-20 MIRL 0.5% up NE

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees. RWY 19: Tree.

AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. Wildlife on and in/ovf rwy.**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

APP CRS 137°	Rwy Idg 5000
	TDZE 480
	Apt Elev 480

RNAV (GPS) RWY 14

KOSCIUSKO-ATTALA COUNTY (OSX)

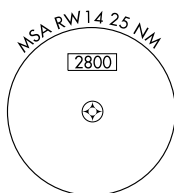
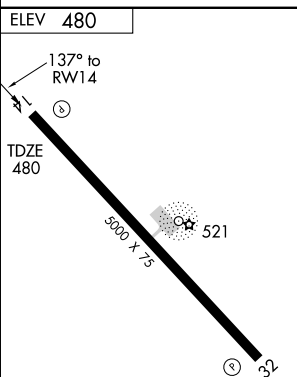
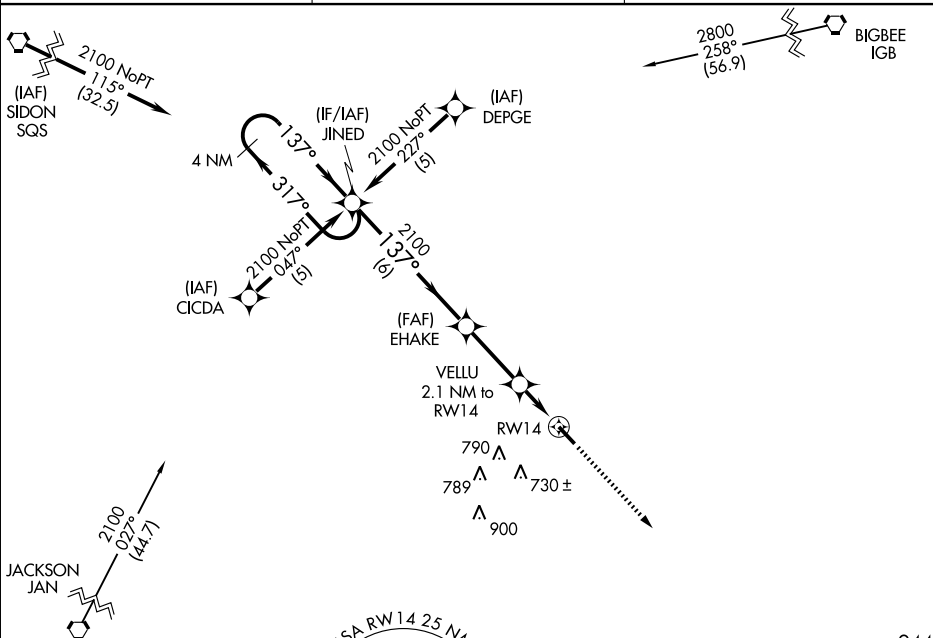
▼ DME/DME RNP-0.3 NA. Procedure not authorized at night.
▲ NA Use Philadelphia altimeter setting; if not received, use
 Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

PHILADELPHIA AWOS-3
118.725

MEMPHIS CENTER
132.75 263.0

CTAF
122.9 0



4 NM Holding Pattern				2200	GUDRE
CATEGORY	A	B	C	D	
RNAV MDA	1000-1	520 (600-1)	1000-1½ 520 (600-1½)	NA	
CIRCLING	1020-1	540 (600-1)	1020-1½ 540 (600-1½)	NA	

MIRL Rwy 14-32 **0**

APP CRS **317°**
 Rwy Idg **5000**
 TDZE **480**
 Apt Elev **480**

RNAV (GPS) RWY 32

KOSCIUSKO-ATTALA COUNTY (OSX)

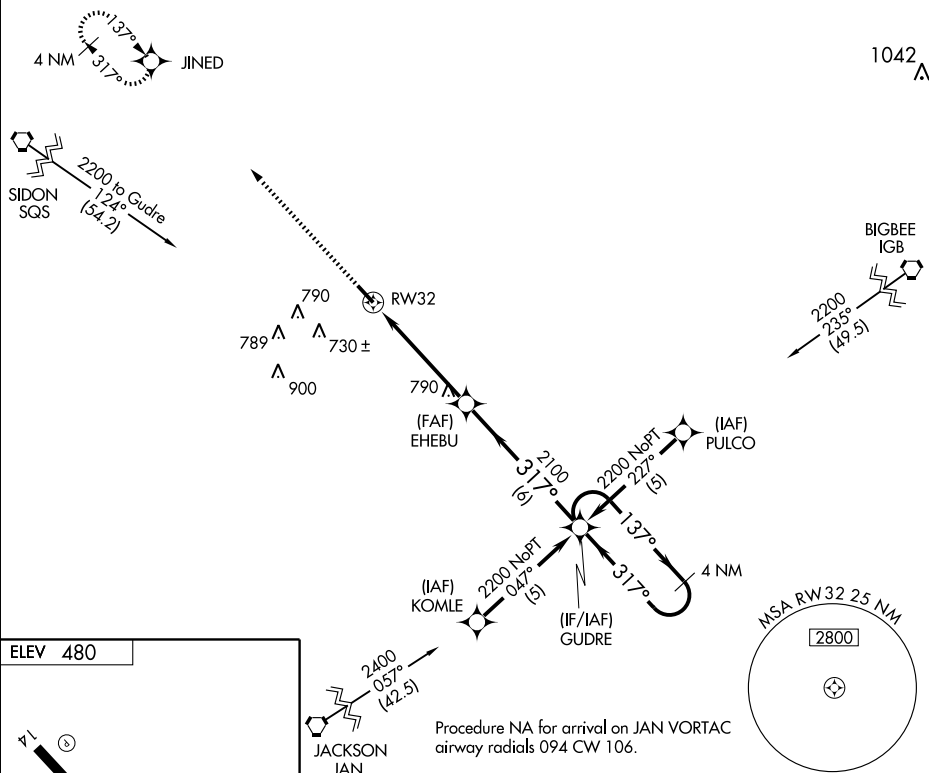
▼ DME/DME RNP-0.3 NA. Procedure not authorized at night.
▲ NA Use Philadelphia altimeter setting; if not received, use
 Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

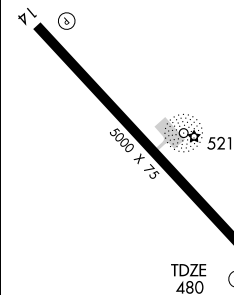
PHILADELPHIA AWOS-3
118.725

MEMPHIS CENTER
132.75 263.0

CTAF
122.9 0



ELEV 480



MIRL Rwy 14-32 **0**

KOSCIUSKO, MISSISSIPPI

Orig 10042

33°05' N-89°33' W

KOSCIUSKO-ATTALA COUNTY (OSX)

RNAV (GPS) RWY 32

KEY FLD (See MERIDIAN)**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

MEMPHIS

480 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 14-32: H5000X75 (ASPH) S-18 MIRL

IAP

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

AIRPORT REMARKS: Attended continuously. Wildlife on and in/ovf rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.

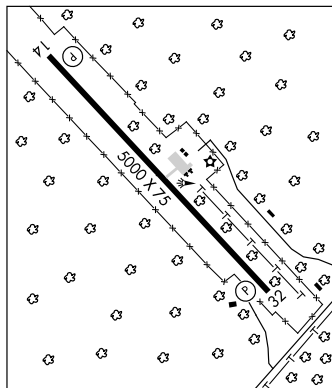
COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

**LAUREL** N31°40.21' W89°10.44'

NEW ORLEANS

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

L-22G

LAUREL**HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

NEW ORLEANS

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-22G

RWY 13-31: H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

IAP

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-0000Z, Sat

1500-0000Z, Sun 1900-0000Z. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop

duster activity in/ovf arpt. Ultralight activity on and in/ovf arpt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (601) 425-9792.**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

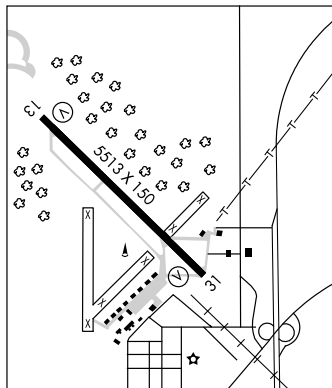
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

**LEXINGTON****C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

MEMPHIS

340 B NOTAM FILE GWO

L-18G

RWY 01-19: H3199X60 (ASPH) S-20 MIRL 0.5% up NE

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees. RWY 19: Tree.

AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. Wildlife on and in/ovf rwy.**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

NDB RWY 13

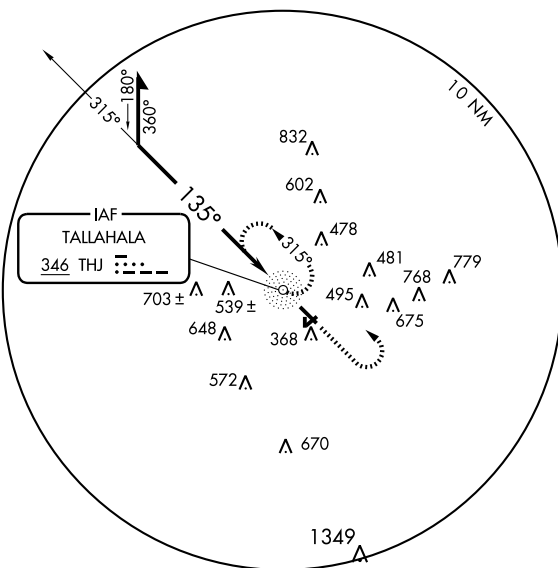
LAUREL/HESLER-NOBLE FIELD (LUL)



MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

AWOS-3
119.275

HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) **L**

MSA THJ 25 NM

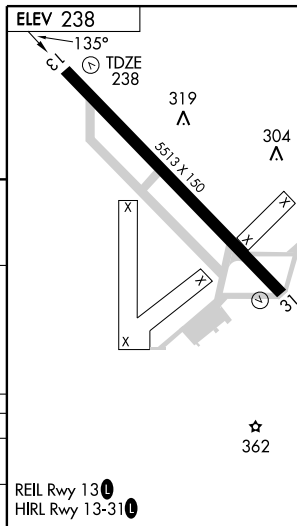
2700

A diagram showing a cable connected to a channel. The cable is labeled with its length and orientation: 2000, 020°, (17.8). The cable is connected to a channel labeled EATON 110.6 LBY Chan 43. The channel has a hexagonal symbol on its side.

Remain
within 10 NM

Diagram illustrating a triangle with angles 315° and 135° , and a side length of 2000. The text "Remain within 10 NM" is present above the triangle.

1500	2000	THJ 346
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☆
362

LAUREL, MISSISSIPPI
Amdt 7 09183

LAUREL/ HESLER-NOBLE FIELD (LUL)

NDB RWY 13

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

31°40' N-89°10' W

WAAS CH 45704 W13A	APP CRS 135°	Rwy Idg 5513 TDZE 238 Apt Elev 238
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RNAV (GPS) RWY 13

LAUREL/HESLER-NOBEL FIELD (LUL)



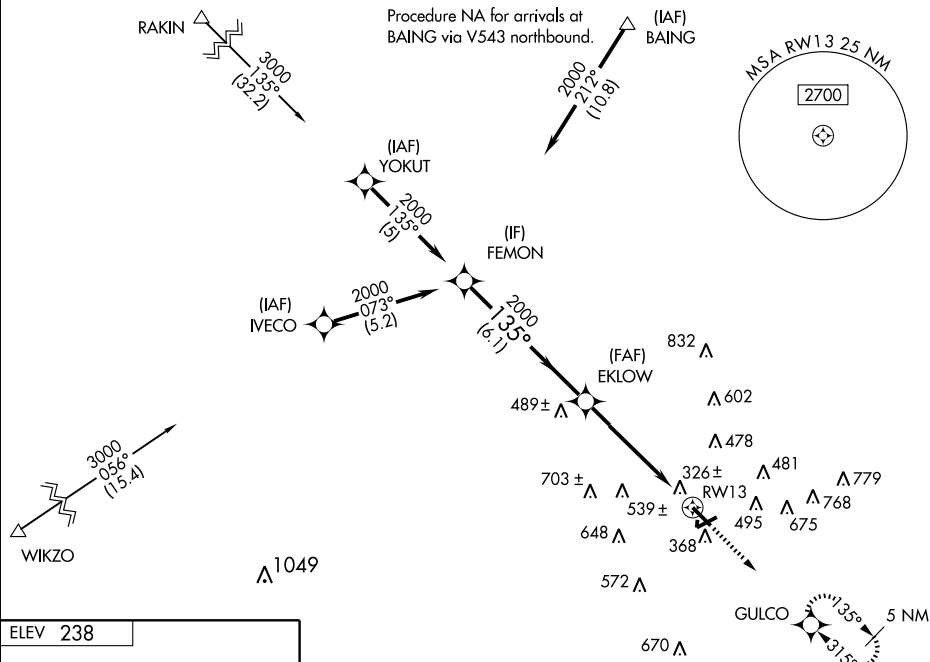
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
GULCO and hold.

AWOS-3
119.275

HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) 0



VGSI and RNAV glidepath not coincident.

	FEMOM	EKLOW		
	2000	135°	2000	135°
Procedure Turn NA				
GS 3.00°				
TCH 40				
	6.1 NM	4.3 NM	1.1 NM	
CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	623-1½ 385 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

WAAS CH 86404 W31A	APP CRS 315°	Rwy Idg 5513 TDZE 238 Apt Elev 238
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RNAV (GPS) RWY 31

LAUREL/HESLER-NOBEL FIELD (LUL)

▼ If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting.
 ▲ NA For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

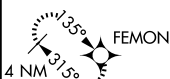
MISSED APPROACH:
Climb to 3000 direct FEMON and hold.

AWOS-3
119.275

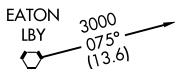
HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) 0

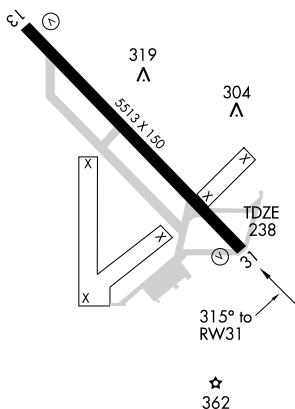
MISSED APCH FIX



Procedure NA for arrivals at
LBV VORTAC via V455 southwest bound.

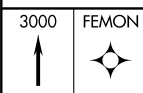
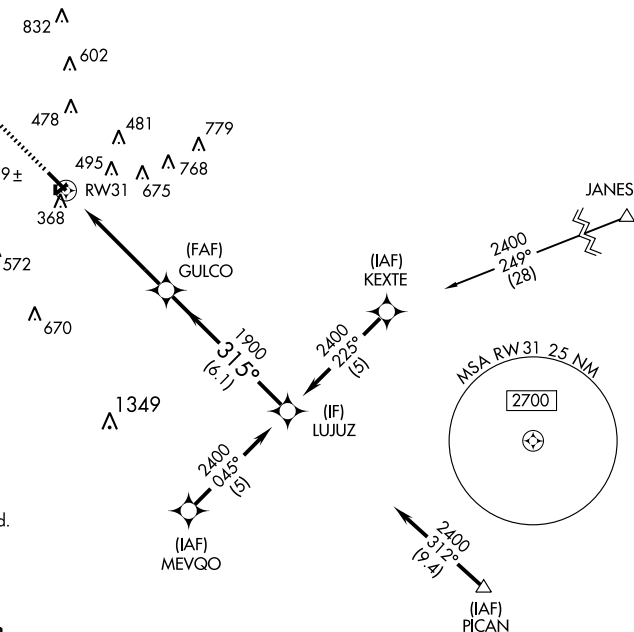


ELEV 238

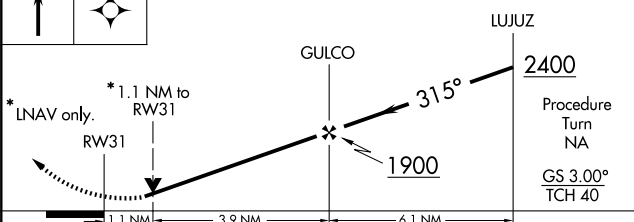


REIL Rwy 13 0

HIRL Rwy 13-31 0



VGSi and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	638-1½ 400 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

VORTAC LBY 110.6 Chan 43	APP CRS 024°	Rwy Idg TDZE Apt Elev	N/A N/A 238
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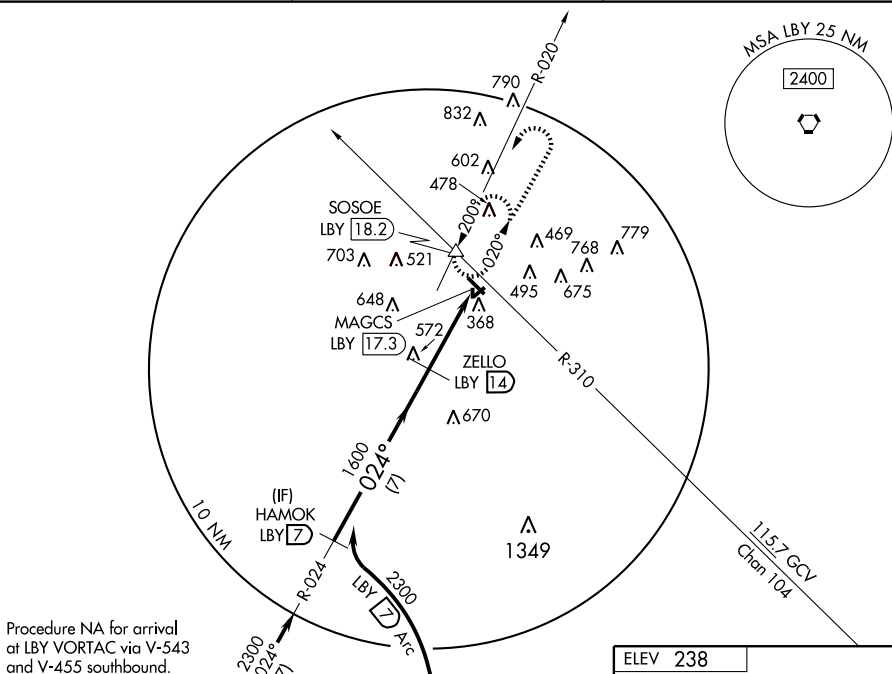
VOR/DME-A

LAUREL/HESLER-NOBLE FIELD (LUL)


When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1 $\frac{1}{2}$ mile.

AWOS-3
119.275

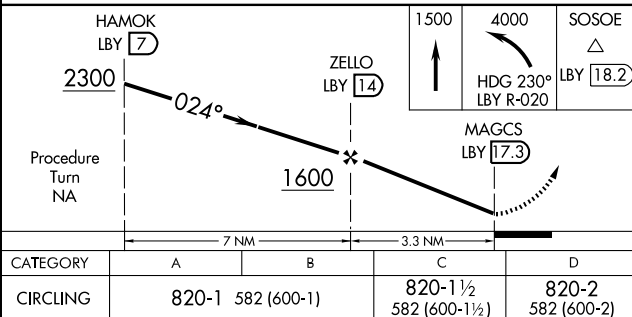
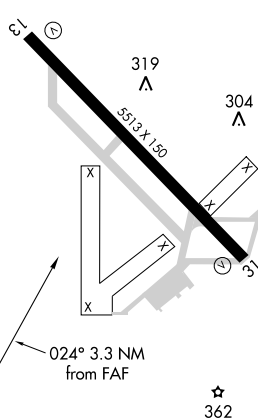
HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) **L**

Procedure NA for arrival
at LBY VORTAC via V-543
and V-455 southbound.

IAF
EATON
110.6 LBY 
Chan 43

ELEV 238



REIL Rwy 13 **L**
HIRL Rwy 13-3 **L**

KEY FLD (See MERIDIAN)**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

MEMPHIS

480 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 14-32: H5000X75 (ASPH) S-18 MIRL

IAP

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

AIRPORT REMARKS: Attended continuously. Wildlife on and in/ovf rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.

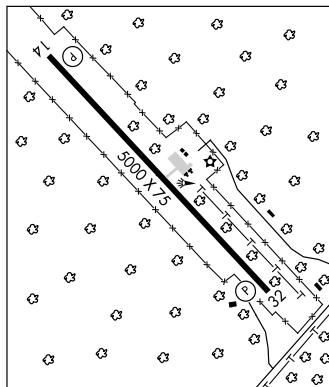
COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

**LAUREL** N31°40.21' W89°10.44'

NEW ORLEANS

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

L-22G

LAUREL**HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

NEW ORLEANS

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-22G

RWY 13-31: H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

IAP

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-0000Z, Sat

1500-0000Z, Sun 1900-0000Z. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop

duster activity in/ovf arpt. Ultralight activity on and in/ovf arpt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (601) 425-9792.**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

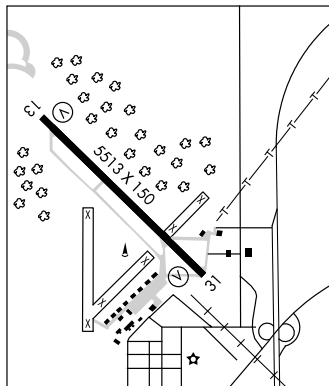
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

**LEXINGTON****C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

MEMPHIS

340 B NOTAM FILE GWO

L-18G

RWY 01-19: H3199X60 (ASPH) S-20 MIRL 0.5% up NE

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees. RWY 19: Tree.

AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. Wildlife on and in/ovf rwy.**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

VORTAC SQS 114.7 Chan 94	APP CRS 145°	Rwy Idg TDZE Apt Elev 340	N/A N/A 340
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VOR/DME or GPS-A

LEXINGTON/ C.A. MOORE (19M)

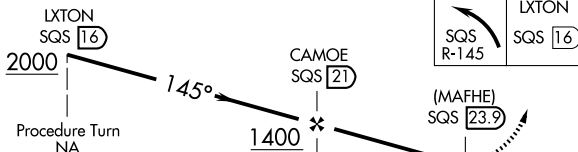
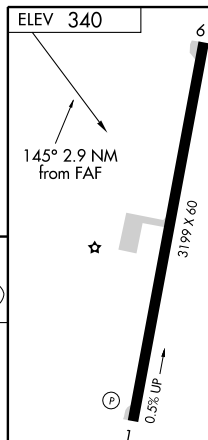
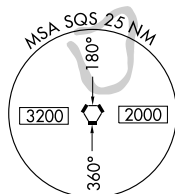
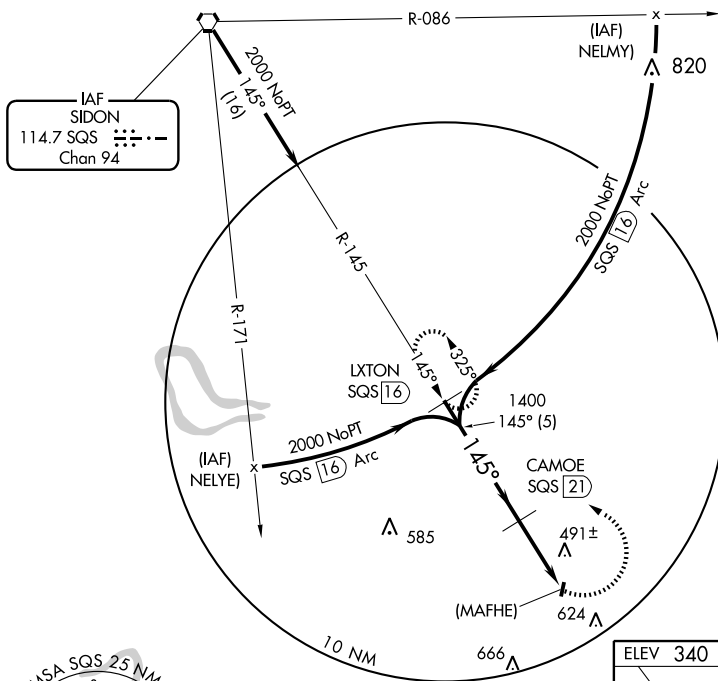
▼ Use Greenwood FSS altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to LXTON 16 DME and hold.

MEMPHIS CENTER
132.5 259.1

CTAF
122.9



CATEGORY	A	B	C	D
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA

MIRL Rwy 1-19

LONG BEACH

VORTEX HELIPORT (35M) 4 N UTC-6(-5DT) N30°23.32' W89°09.92'

NEW ORLEANS

24 B NOTAM FILE GWO

Not insp.

HELIPAD H1: 75X75 (TURF)

AIRPORT REMARKS: Attended 1400-2300Z \pm . 30' p-line west, 45' trees and 30' p-line south of helipad. Maintain tfc patterns east of helipad. High volume student training on and invof heliport.

COMMUNICATIONS: CTAF 122.9

LOUISVILLE WINSTON CO (LMS) 1 N UTC-6(-5DT) N33°08.77' W89°03.75'

MEMPHIS

575 B FUEL 100LL, JET A NOTAM FILE GWO

L-186

RWY 17-35: H4519X75 (ASPH) S-12 MIRL 0.3% up S

IAP

RWY 17: PAPI(P2L)—GA 3.25° TCH 48'. Trees.

RWY 35: PAPI(P2L)—GA 3.75° TCH 52'. Trees.

AIRPORT REMARKS: Unattended. For fuel and other svcs call 601-773-8304. Deer on and invof arpt. PAEW adjacent Rwy 17-35. ACTIVATE MIRL Rwy 17-35—CTAF.

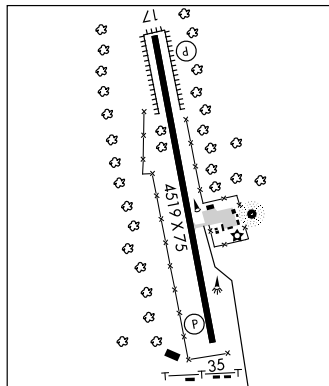
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 230° 34.3 NM to fld. 240/04E. **HIWAS.**

NDB (MHW) 212 LMS N33°08.63' W89°03.65' at fld.



LUMBERTON

I H BASS JR MEML (4R1) 2 NW UTC-6(-5DT) N31°00.93' W89°28.95'

NEW ORLEANS

310 B NOTAM FILE GWO

L-218, 226

RWY 14-32: H3000X75 (ASPH) S-22 MIRL

RWY 14: PAPI(P2L). Trees.

RWY 32: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. Skydiving activity on weekend, other days by NOTAM. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 192° 25.3 NM to fld. 290/05E.

MACON MUNI (2ØM) 2 E UTC-6(-5DT) N33°08.01' W88°32.14'

MEMPHIS

238 B NOTAM FILE GWO

L-18H

RWY 18-36: H3000X50 (ASPH) S-28 MIRL

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Due to limited line of sight all acft are required to announce txf and ldx CTAF—122.7. MIRL Rwy 18-36 ops dusk-0400Z \pm , after 0400Z \pm ACTIVATE MIRL Rwy 18-36—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 179° 21.1 NM to fld. 240/04E. **HIWAS.**

APP CRS **170°**
 Rwy Idg **4519**
 TDZE **575**
 Apt Elev **575**

RNAV (GPS) RWY 17

LOUISVILLE-WINSTON COUNTY (LMS)



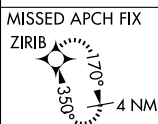
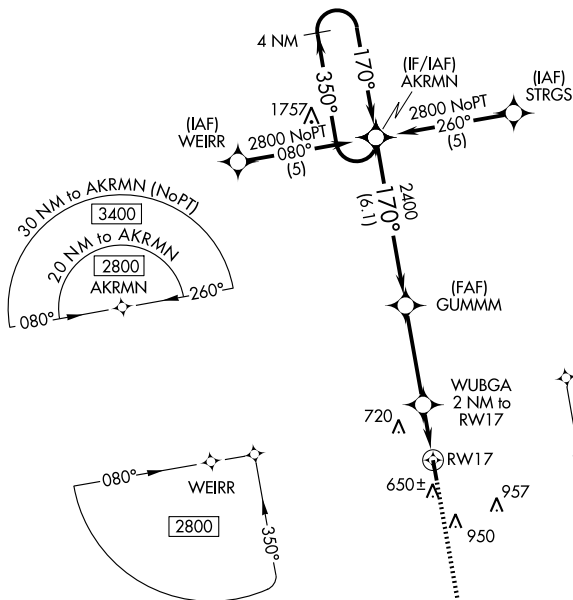
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Philadelphia Muni altimeter setting, when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 60 feet; increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
 Climb to 2800 direct
 ZIRIB and hold.

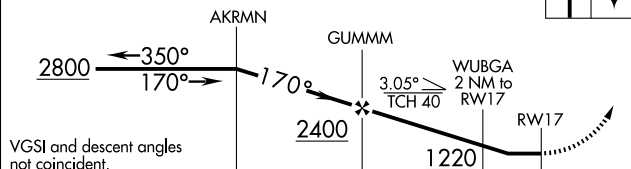
PHILADELPHIA AWOS-3
118.725

MEMPHIS CENTER
132.75 263.0

UNICOM
122.7 (CTAF) 0

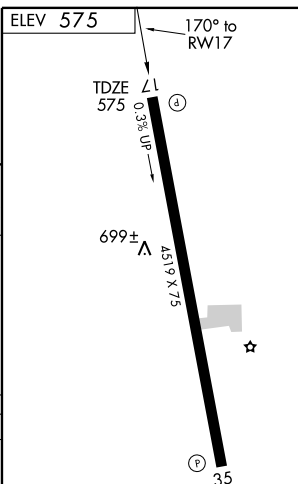


4 NM
 Holding Pattern



VGSI and descent angles
 not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1040-1	465 (500-1)	1040-1¼ 465 (500-1¼)	1040-1½ 465 (500-1½)
CIRCLING	1100-1 525 (600-1)	1120-1 545 (600-1)	1260-2 685 (700-2)	1320-2½ 745 (800-2½)



MIRL Rwy 17-35 0

APP CRS
350°

Rwy Idg **4519**
TDZE **575**
Apt Elev **575**

RNAV (GPS) RWY 35

LOUISVILLE-WINSTON COUNTY (LMS)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Philadelphia Muni altimeter setting, when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 60 feet; increase LNAV Cats B/C/D and Circling Cats B/C visibility ¼ mile.

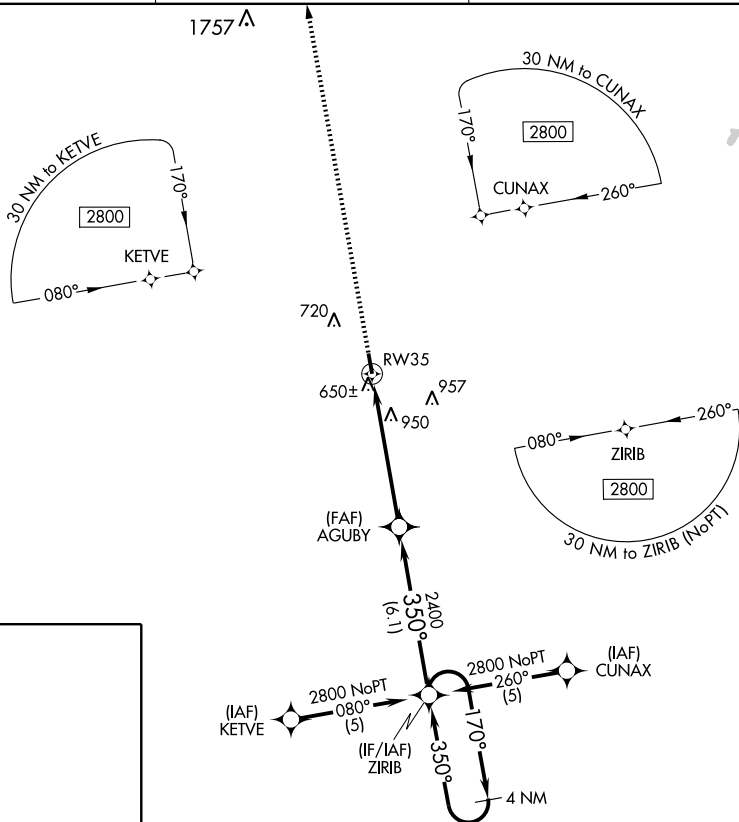
MISSED APPROACH: Climb to 2800 direct AKRMN and hold.

PHILADELPHIA AWOS-3
118.725

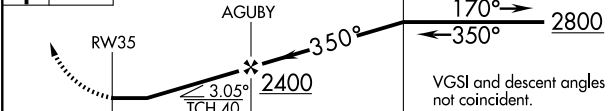
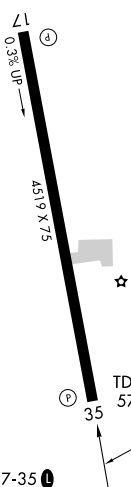
MEMPHIS CENTER
132.75 263.0

UNICOM
122.7 (CTAF) 0

MISSED APCH FIX



ELEV 575



CATEGORY	A	B	C	D
LNAV MDA	1280-1	705 (800-1)	1280-2 705 (800-2)	1280-2¼ 705 (800-2¼)
CIRCLING	1280-1	705 (800-1)	1280-2 705 (800-2)	1320-2½ 745 (800-2½)

MADISON

BRUCE CAMPBELL FLD (MBO) 2 SE UTC-6(-5DT) N32°26.32' W90°06.19'

MEMPHIS

326 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

L-186

RWY 17-35: H4444X75 (ASPH) S-25 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI(P2L)—GA 4.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended 1200-0100Z±. ACTIVATE MIRL Rwy

17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: AWOS-3 119.125 (601) 605-8137.

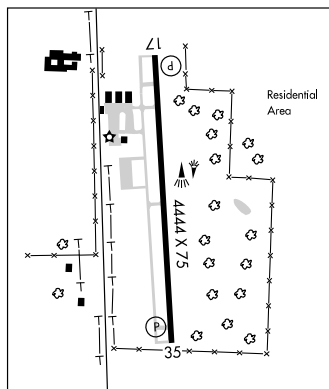
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JACKSON APP/DEP CON 123.9 (333°-152°) 125.25 (153°-332°)
(1200-0500Z±). CLNC DEL 125.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'
W90°10.06' 137° 5.3 NM to fld. 360/05E.



MAGEE MUNI (17M) 3 W UTC-6(-5DT) N31°51.77' W89°48.04'

NEW ORLEANS

555 B FUEL 100LL NOTAM FILE GWO

L-22F

RWY 18-36: H3104X50 (ASPH) S-19 MIRL

RWY 18: Thld displcd 165'. Tree.

RWY 36: Trees.

AIRPORT REMARKS: Attended continuously. Rwy 36 4' deep ditch 350' from thld. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 313° 35.6 NM to fld. 290/05E.

MAIN PASS MIS N29°17.73' W88°50.53'

L-21C, 22G, GOMC

AWOS-3 119.825

MARKS

SELFS (MMS) 2 SW UTC-6(-5DT) N34°13.89' W90°17.37'

MEMPHIS

162 S4 FUEL 100LL NOTAM FILE GWO

L-186

RWY 02-20: H3348X70 (ASPH) S-10 MIRL

IAP

RWY 20: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat and Sun irregularly. For attendance hrs Sat and Sun call 662-444-4736.

Public phone avbl 662-326-9404.

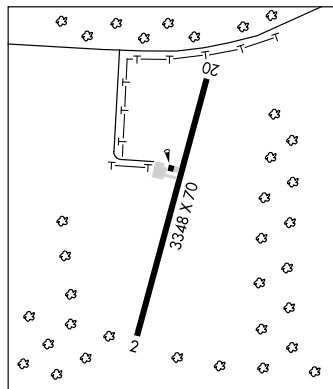
Fuel avbl 24 hr self service with credit card.

COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 135.3

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'
W90°16.64' 356° 46.0 NM to fld. 125/03E.



MC CAIN FLD (See MERIDIAN NAS)

McCHAREN FLD (See WEST POINT)

APP CRS 174°	Rwy Idg 4444
	TDZE 326
	Apt Elev 326

RNAV (GPS) RWY 17

MADISON/ BRUCE CAMPBELL FIELD (MBO)

<p>▼ ▲ NA</p>	<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDA 40 feet, and increase visibility Circling Cats C and D ¼ mile. VDP NA with Jackson-Evers Intl. altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.</p>
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AWOS-3
119.125

JACKSON APP CON ★
123.9 317.7

CLNC DEL
125.9

UNICOM
122.8 (CTAF) 0

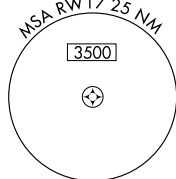
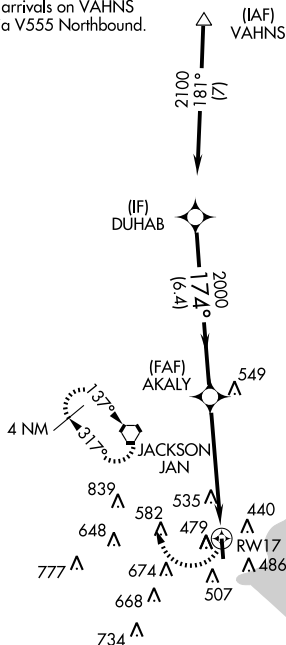
Procedure NA for arrivals on VAHNS via V555 Northbound.

(IAF) VAHNS

1320

(IAF) HARON

Procedure NA for arrivals on HARON via V245 Northeast bound.

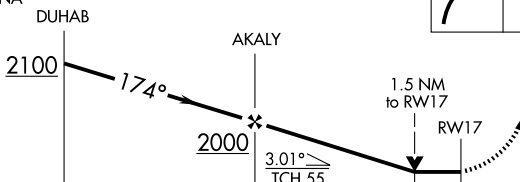


Procedure Turn NA

VGSI and descent angles not coincident.

2000

JAN



CATEGORY	A	B	C	D
RNAV MDA	840-1	514 (600-1)	840-1½ 514 (600-1½)	840-1¾ 514 (600-1¾)
CIRCLING	840-1 514 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)

MRL Rwy 17-35 0

VORTAC JAN 112.6 Chan 73	APP CRS 137°	Rwy Idg TDZE Apt Elev 326	N/A N/A 326
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VOR-A

MADISON/ BRUCE CAMPBELL FIELD (MBO)



When local altimeter setting not received, use Jackson-Evers Intl. altimeter setting and increase all MDA 40 feet, and increase visibility Cat C and D 1/4 mile.

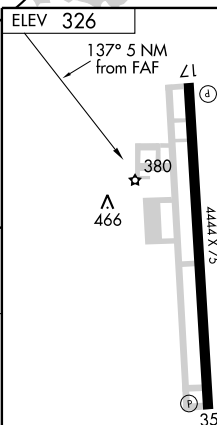
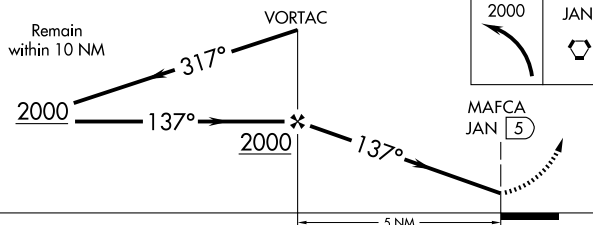
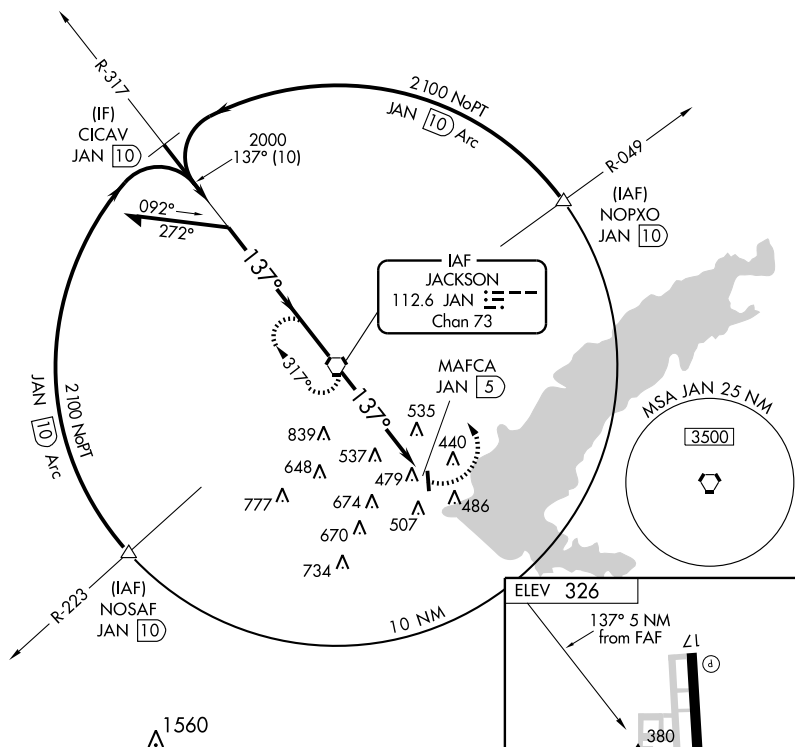
MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

AWOS-3
119.125

JACKSON APP CON ★
123.9 317.7

CLNC DEL
125.9

UNICOM
122.8 (CTAF) **0**

MIRL Rwy 17-35 **0**

CATEGORY	A	B	C	D
CIRCLING	880-1 554 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MADISON, MISSISSIPPI

MADISON/ BRUCE CAMPBELL FIELD (MBO)

Amdt 10 03JUN10

32° 26' N-90° 06' W

VOR-A

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC JAN 112.6 Chan 73	APP CRS 317°	Rwy Idg TDZE Apt Elev 326	N/A N/A 326
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VOR/DME-B

MADISON/ BRUCE CAMPBELL FIELD (MBO)

V When local altimeter setting not received, use Jackson-Evers Intl. altimeter setting and increase all MDA 40 feet, and increase visibility Cats C and D ¼ mile.

NA

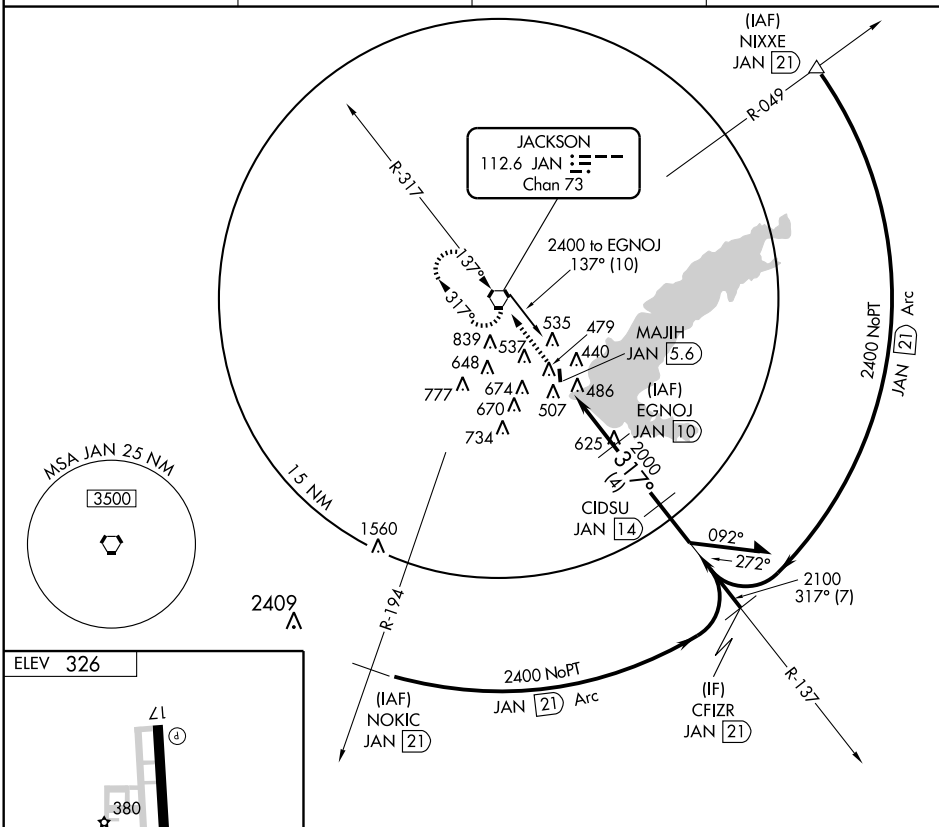
MISSED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

AWOS-3
119.125

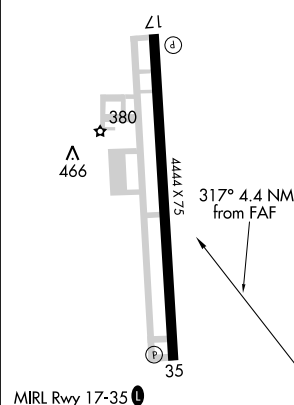
JACKSON APP CON ★
123.9 317.7

CLNC DEL
125.9

UNICOM
122.8 (CTAF) **0**



ELEV 326

MRL Rwy 17-35 **0**

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

2000 JAN R-137		EGNOJ JAN 10		Remain within 10 NM	
MAJIH JAN 5.6		CIDSU JAN 14		2400	
2000		2100		137°	
4.4 NM		4 NM		317°	
CATEGORY	A	B	C	D	
CIRCLING	840-1 514 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)	

MADISON

BRUCE CAMPBELL FLD (MBO) 2 SE UTC-6(-5DT) N32°26.32' W90°06.19'

MEMPHIS

326 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

L-186

RWY 17-35: H4444X75 (ASPH) S-25 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI(P2L)—GA 4.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended 1200-0100Z±. ACTIVATE MIRL Rwy

17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: AWOS-3 119.125 (601) 605-8137.

COMMUNICATIONS: CTAF/UNICOM 122.8

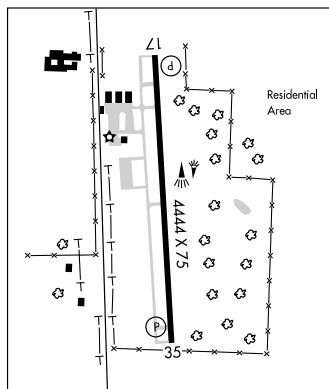
Ⓡ JACKSON APP/DEP CON 123.9 (333°-152°) 125.25 (153°-332°)
(1200-0500Z±). CLNC DEL 125.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 137° 5.3 NM to fld. 360/05E.



MAGEE MUNI (17M) 3 W UTC-6(-5DT) N31°51.77' W89°48.04'

NEW ORLEANS

555 B FUEL 100LL NOTAM FILE GWO

L-22F

RWY 18-36: H3104X50 (ASPH) S-19 MIRL

RWY 18: Thld displcd 165'. Tree.

RWY 36: Trees.

AIRPORT REMARKS: Attended continuously. Rwy 36 4' deep ditch 350' from thld. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 313° 35.6 NM to fld. 290/05E.

MAIN PASS MIS N29°17.73' W88°50.53'

L-21C, 22G, GOMC

AWOS-3 119.825

MARKS

SELFS (MMS) 2 SW UTC-6(-5DT) N34°13.89' W90°17.37'

MEMPHIS

162 S4 FUEL 100LL NOTAM FILE GWO

L-186

RWY 02-20: H3348X70 (ASPH) S-10 MIRL

IAP

RWY 20: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat and Sun irregularly. For attendance hrs Sat and Sun call 662-444-4736.

Public phone avbl 662-326-9404.

Fuel avbl 24 hr self service with credit card.

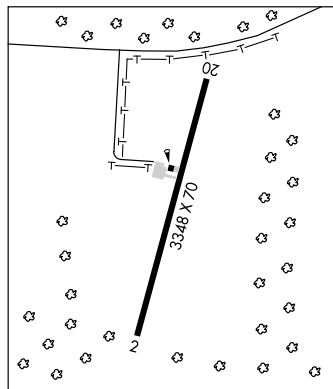
COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 135.3

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 356° 46.0 NM to fld. 125/03E.



MC CAIN FLD (See MERIDIAN NAS)

McCHAREN FLD (See WEST POINT)

APP CRS 016°	Rwy Idg TDZE Apt Elev	3348 162 162
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RNAV (GPS) RWY 2

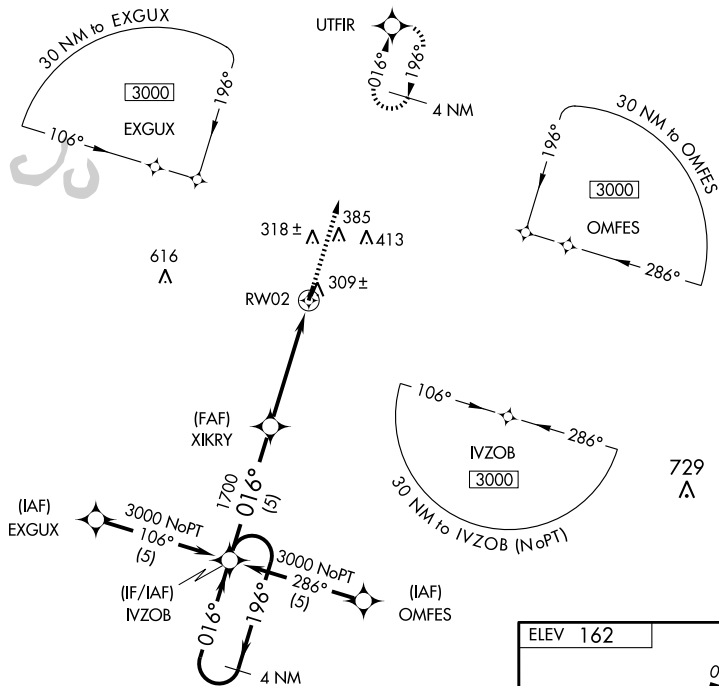
MARKS/SELFS (MMS)

▼ Use Clarksdale altimeter setting, when not received
 ▲ NA procedure NA.
 DME/DME RNP-0.3 not authorized.

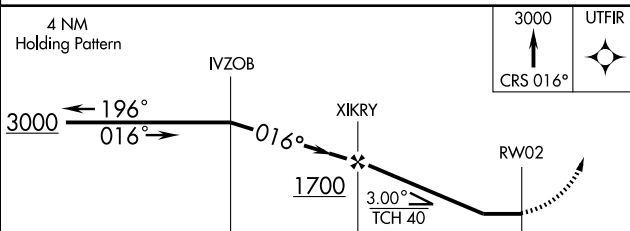
MISSED APPROACH: Climb to 3000 via
 course 016° to UTFIR WP and hold.

MEMPHIS CENTER
135.3 335.8

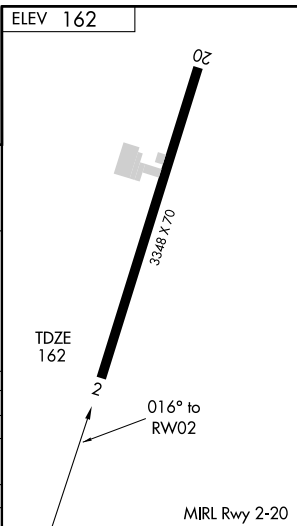
CTAF
122.9



4 NM
 Holding Pattern



CATEGORY	A	B	C	D
GLS DA			NA	
LNNAV/ VNAV			NA	
LNNAV MDA	600-1	438 (500-1)		NA
CIRCLING	660-1	498 (500-1)		NA



APP CRS 196°	Rwy Idg TDZE Apt Elev	3348 162 162
------------------------	-----------------------------	---

RNAV (GPS) RWY 20

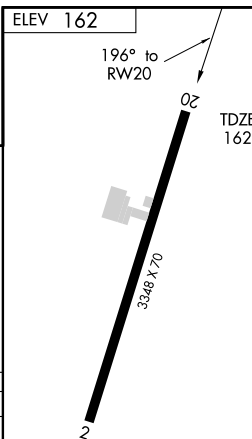
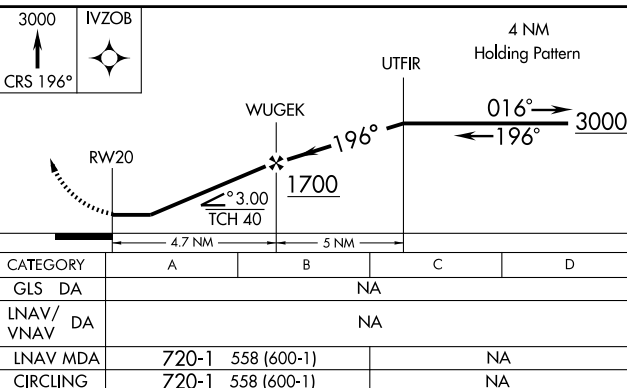
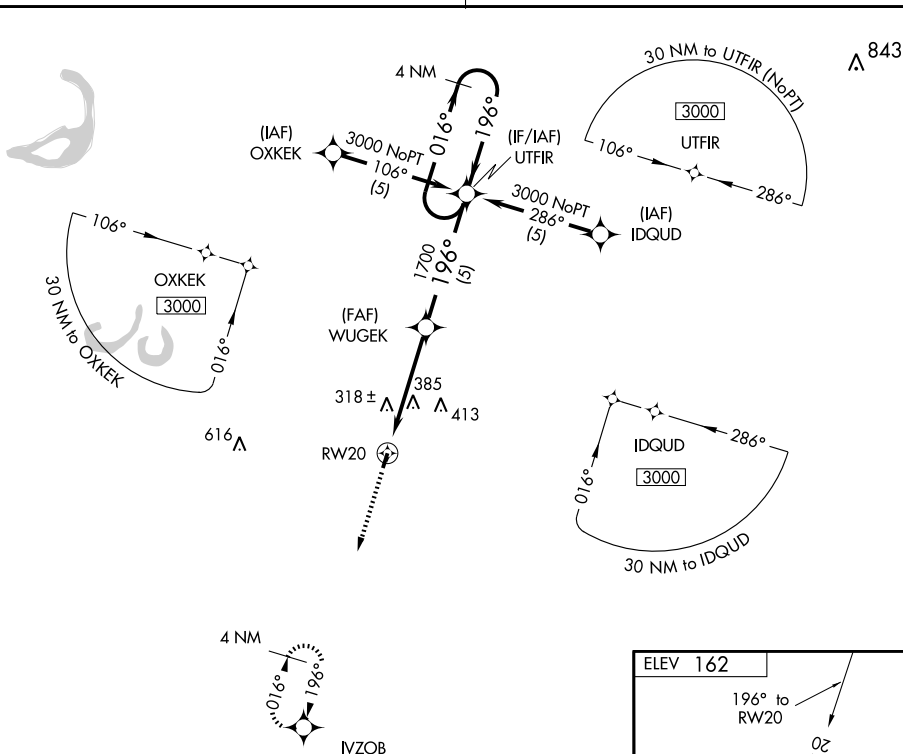
MARKS/SELFS (MMS)

▼ Use Clarksdale altimeter setting, when not received procedure NA.
▲ NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via course 196° to IVZOB WP and hold.

MEMPHIS CENTER
135.3 335.8

CTAF
122.9



MIRL Rwy 2-20

MARKS/SELFS (MMS)

Mc COMB-PIKE CO-JOHN E LEWIS FLD (MCB) 4 S UTC-6(-5DT)

N31°10.71' W90°28.31'

413 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE MCB**RWY 15-33:** H5000X100 (ASPH-GRVD) S-25, D-30, 2D-60

MIRL 0.5% up NW

RWY 15: MALSF. PAPI(P2L)—GA 3.0° TCH 38'. Trees.**RWY 33:** PAPI(P2L)—GA 3.0° TCH 46'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. For attendant and fuel after hrs call 601-684-8950. MIRL Rwy 15-33 preset low ints dusk-0600Z±, after 0600Z± increase ints, **ACTIVATE** MALSF—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (601) 249-3223. **HIWAS** 116.7 MCB.

COMMUNICATIONS: CTAF/UNICOM 123.05**RCO** 122.4 122.2 (GREENWOOD RADIO)**RCO** 122.1R 116.7T (GREENWOOD RADIO)

Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8

AIRSPACE: CLASS E svc continuously.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

(H) **VORTAC** 116.7 MCB Chan 114 N31°18.26' W90°15.49'
233° 13.3 NM to fld. 440/03E. **HIWAS**

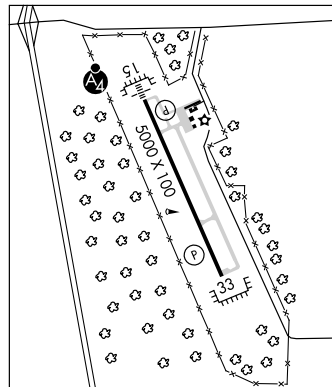
FERNI NDB (MHW/LOM) 413 MC N31°15.27' W90°30.63'
156° 5 NM to fld.

ILS 109.1 I-MCB Rwy 15. Class IA. LOM FERNI NDB. LOC unusable byd 0.5 NM. GS unusable byd 5 degrees left of course.

NEW ORLEANS

H-6J, L-21B, 22F

IAP

**MERIDIAN** N32°22.71' W88°48.26' NOTAM FILE MEI.(H) **VORTAC** 117.0 MEI Chan 117 131° 3.8 NM to Key Fld. 580/5E. **HIWAS**.**RCO** 122.1R 117.0T (GREENWOOD RADIO)**RCO** 122.6 122.2 (GREENWOOD RADIO).

MEMPHIS

H-6J, L-18G

LOC I-MCB 109.1	APP CRS 156°	Rwy Idg TDZE Apt Elev	5000 413 413
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ILS or LOC RWY 15

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

▼ Inoperative table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and circling Cats C and D visibility ¼ mile.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS
119.025

HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) 0

ALT MISSED APCH FIX

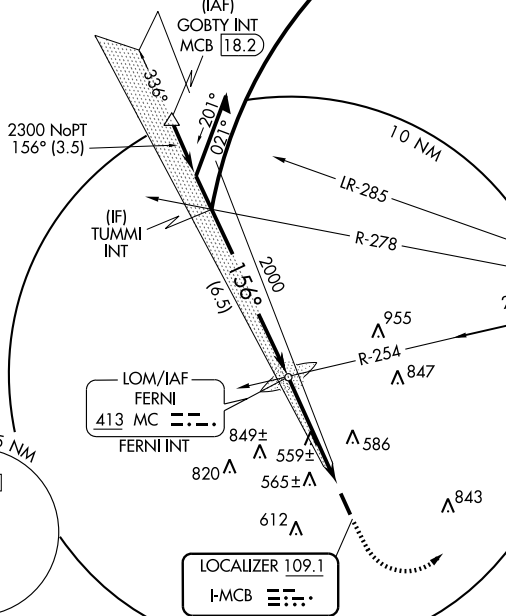


FERNI
413 MC **≡≡≡**

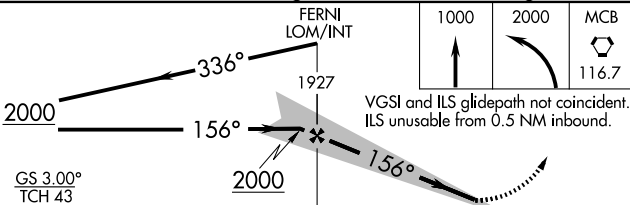
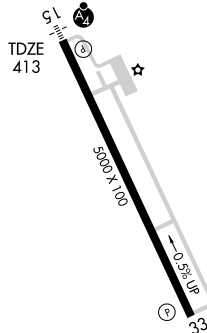
Procedure NA for arrivals
at GOBTY via V570
northwest bound.

2300 NoPT
to TUMMI Int
MCB **16** Arc

(IAF)
CEVDA
MCB **16**



ELEV 413



CATEGORY	A	B	C	D
S-ILS 15	613-¾ 200 (200-¾)			
S-LOC 15	820-¾	407 (500-¾)	820-1¼	407 (500-1¼)
CIRCLING	880-1	467 (500-1)	880-1½	567 (600-2)

MIRL Rwy 15-33 **0**

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

APP CRS **153°**
 Rwy Idg **5000**
 TDZE **413**
 Apt Elev **413**

RNAV (GPS) RWY 15

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

▼ Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

MALSF

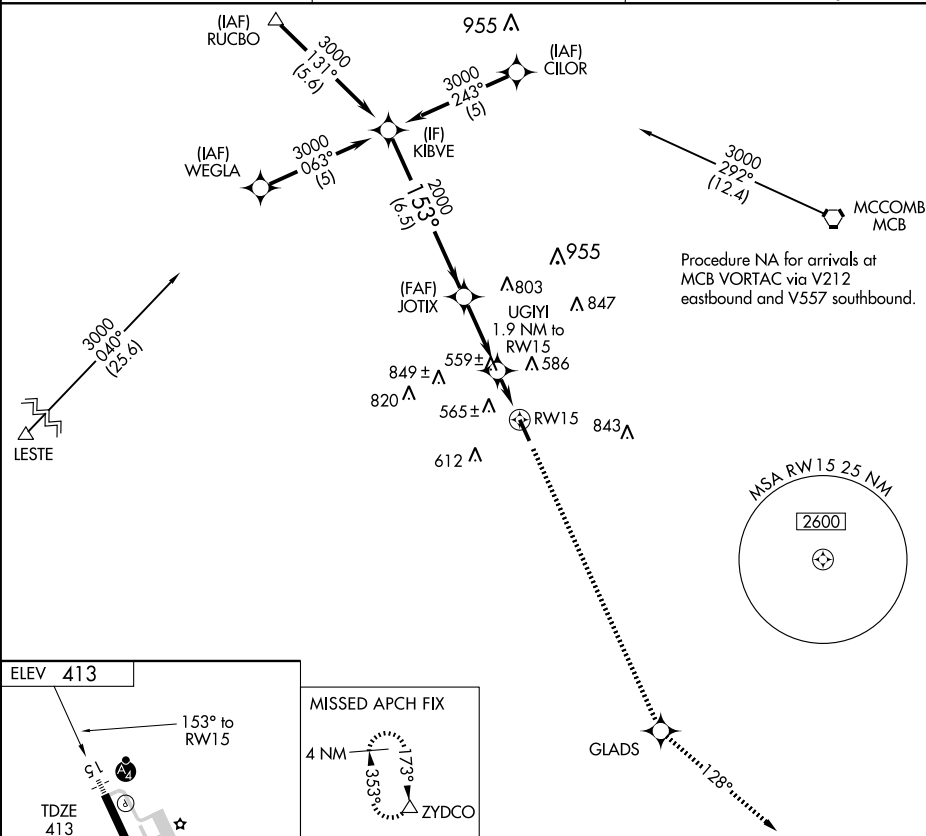


MISSED APPROACH: Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

ASOS
119.025

HOUSTON CENTER
126.8 327.8

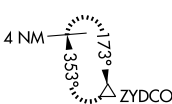
UNICOM
123.05 (CTAF) 0



ELEV 413

TDZE 413

MISSED APCH FIX



KIBVE
3000

Procedure
Turn
NA

VGSI and descent angles not coincident.

	6.5 NM		2.9 NM		1.9
CATEGORY	A	B	C	D	
LNAV MDA	820-1	407 (500-1)	820-1¼	407 (500-1¼)	
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)	

MIRL Rwy 15-33 0

WAAS CH 77808 W33A	APP CRS 333°	Rwy Idg TDZE 407 Apt Elev 413
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RNAV (GPS) RWY 33

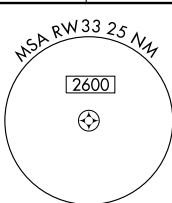
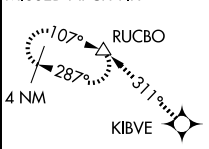
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

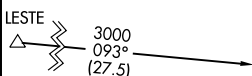
ASOS
119.025HOUSTON CENTER
126.8 327.8UNICOM
123.05 (CTAF) 0

MISSED APCH FIX

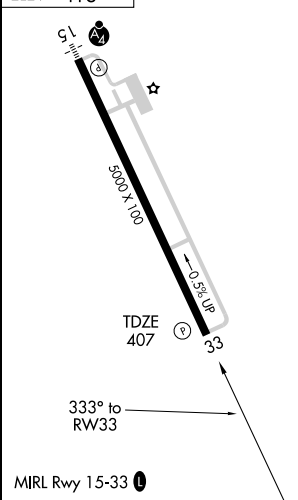


Procedure NA for arrivals at MCB VORTAC via V194 northeast bound and V555 northwest bound.

McCOMB MCB

3000
183°
(16.3)

ELEV 413



4000	KIBVE	311° Trk	RUCBO	MAGNT	GLADS	Procedure Turn NA
					3000	
					2000	GS 3.00° TCH 46
					4.9 NM	6.5 NM
CATEGORY	A	B	C	D		
LPV DA	765-1¼		358 (400-1¼)			
LNAV/VNAV DA	809-1½		402 (400-1½)			
LNAV MDA	840-1	433 (500-1)	840-1¼	433 (500-1¼)	840-1½	433 (500-1½)
CIRCLING	920-1	507 (600-1)	920-1½	507 (600-1½)	980-2	567 (600-2)

VORTAC MCB 116.7 Chan 114	APP CRS 233°	Rwy Idg TDZE Apt Elev N/A N/A 413
---	------------------------	---

VOR/DME-A

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

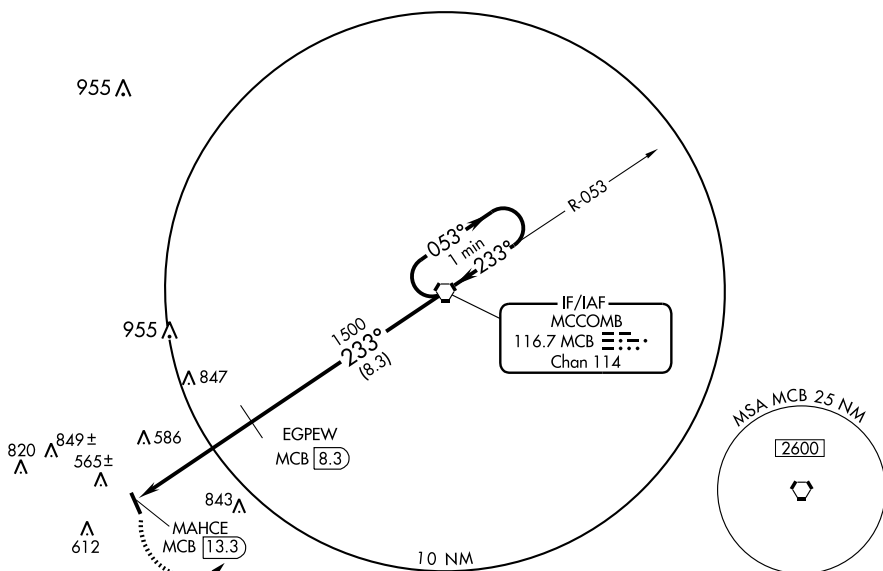
V When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

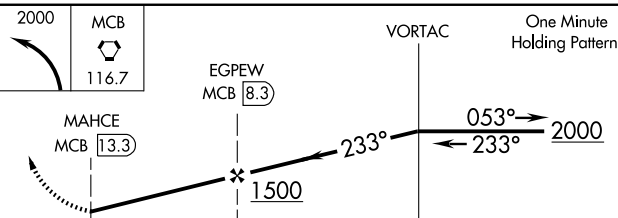
ASOS
119.025

HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) 0

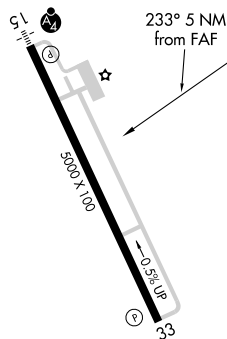


NoPT for arrival on MCB VORTAC
airway radials 345 CW 145.

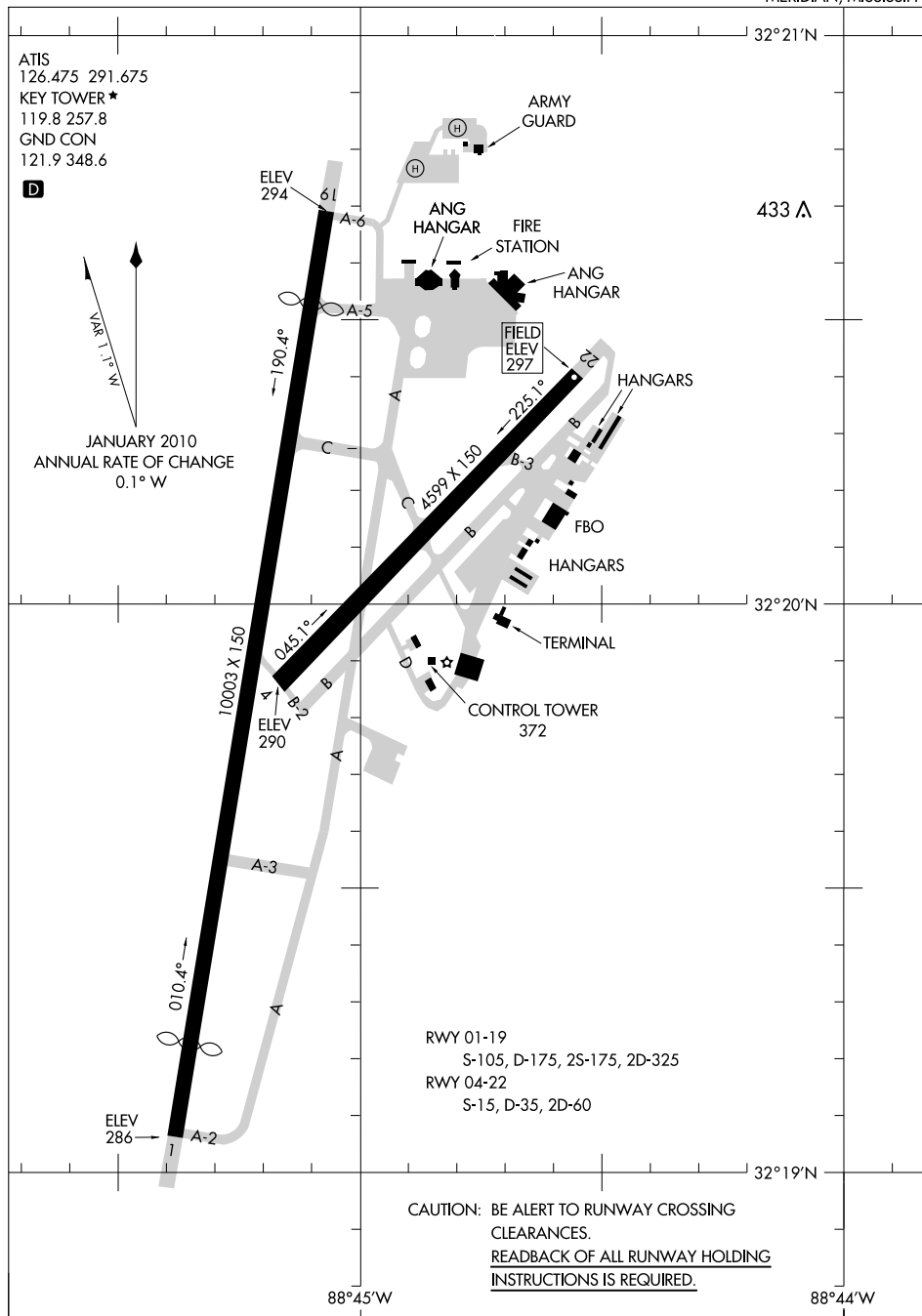


CATEGORY	A	B	C	D
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

ELEV 413



MIRL Rwy 15-33 0



MERIDIAN

KEY FLD

(MEI) 3 SW UTC-6(-5DT) N32°19.96' W88°45.11'

297 B S4 FUEL 100, JET A OX 1, 2 Class I, ARFF Index A NOTAM FILE MEI

RWY 01-19: H10003X150 (ASPH-CONC) S-105, D-175, 2S-175, 2D-325 HIRL

RWY 01: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Thld dsplcd 1000'.

Tree.

RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd 1000'.

Tree.

RWY 04-22: H4599X150 (ASPH) S-15, D-35, 2D-60 MIRL

RWY 04: PAPI(P2L)—GA 3.13° TCH 19'. Trees.

RWY 22: PAPI(P2L)—GA 3.59° TCH 20'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-10003 TODA-10003 ASDA-10003 LDA-9003

RWY 04: TORA-4599 TODA-4599 ASDA-4599 LDA-4599

RWY 19: TORA-10003 TODA-10003 ASDA-10003 LDA-9003

RWY 22: TORA-4599 TODA-4599 ASDA-4599 LDA-4599

AIRPORT REMARKS: Attended 1200-0400Z†. For attendant after hrs call

601-693-7282. Air National Guard ramp clsd exc PPR,

601-484-9734/9714. Rwy 01-19 dsplcd thlds are concrete.

ACTIVATE HIRL Rwy 01-19, MIRL Rwy 04-22, MALSR Rwy 01 and

Rwy 19, twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS (601) 693-5650. HIWAS 117.0 MEI.

COMMUNICATIONS: CTAF 119.8 ATIS 126.475 UNICOM 122.95

MERIDIAN RCO 122.6 122.2 (GREENWOOD RADIO)

① MERIDIAN APP/DEP CON 120.5 (1300-0500Z†)

① MEMPHIS CENTER APP/DEP CON 125.975 (0500-1300Z†)

TOWER 119.8 (1200-0400Z†), other times by NOTAM.

GND CON 121.9

AIRSPACE: CLASS D svc 1200-0400Z†, other times by NOTAM.

RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.

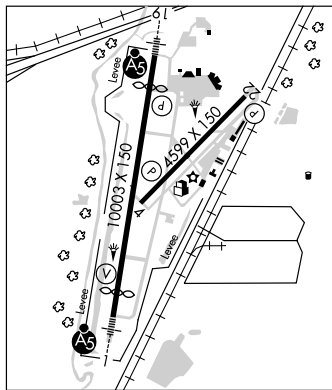
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 131° 3.8 NM to fld. 580/05E.

HIWAS.

SAVOY NDB (MHW/LOM) 356 ME N32°14.84' W88°46.30' 010° 5.2 NM to fld.

ILS 110.1 I-MEI Rwy 01. Class IA. LOM SAVOY NDB. (Unmonitored when twr clsd).

ILS/DME 111.35 I-IKQ Chan 50(Y) Rwy 19.



MEMPHIS

H-6J, L-18G

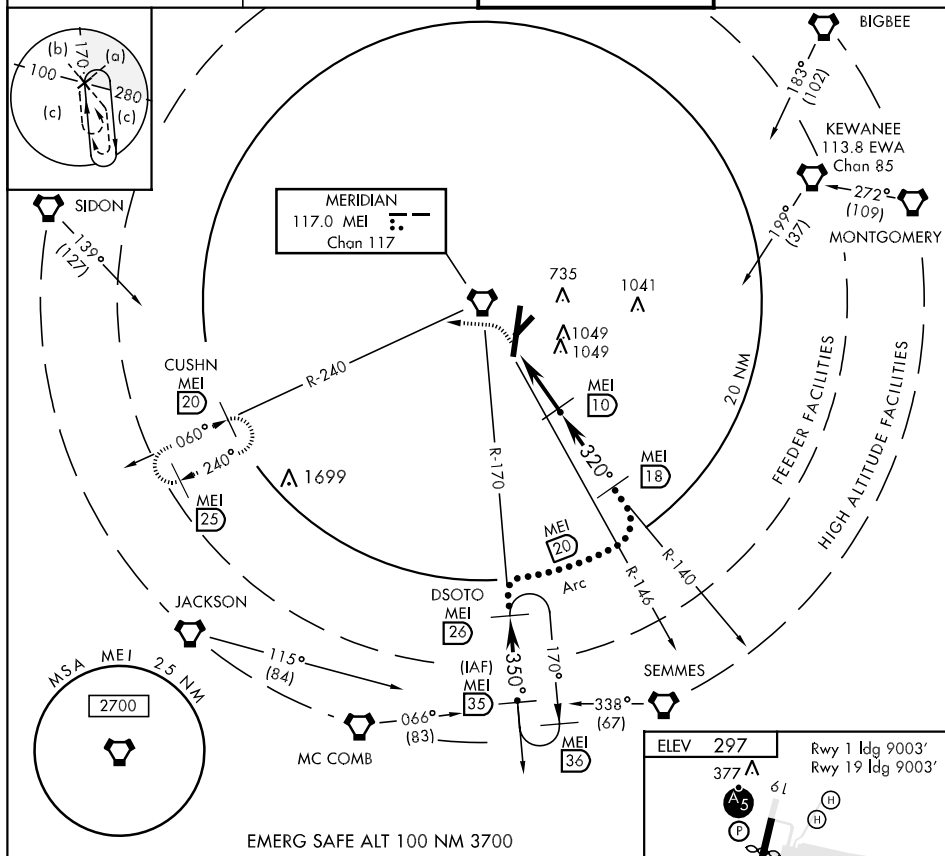
IAP, AD

HI-TACAN or VOR/DME-B

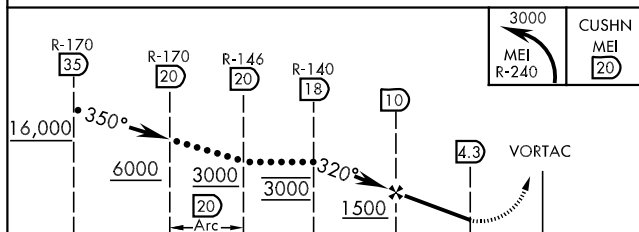
MERIDIAN/KEY FIELD (KMEI)


MISSED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

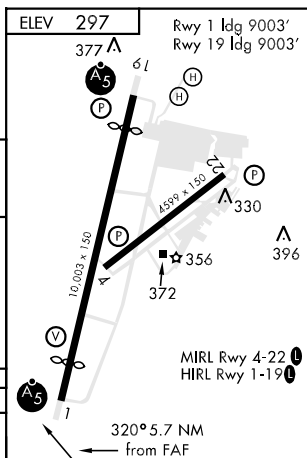
GND CON
21.9 348.6



EMERG SAFE ALT 100 NM 3700



			
CATEGORY	C	D	E
CIRCLING *	1000-2	1000-2¼	1160-3
	703 (800-2)	703 (800-2¼)	863 (900-3)



MERIDIAN/KEY FIELD (KMEI)

HI-TACAN or VOR/DME-B

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

LOC I-MEI 110.1	APP CRS 008°	Rwy Idg TDZE Apt Elev	9003 289 297
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ILS or LOC RWY 1

MERIDIAN/KEY FIELD (MEI)

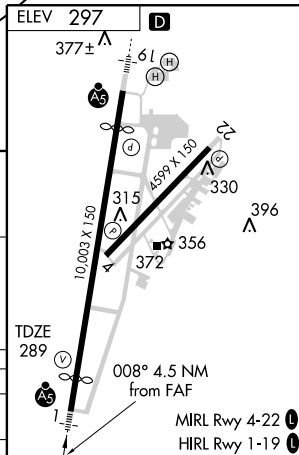
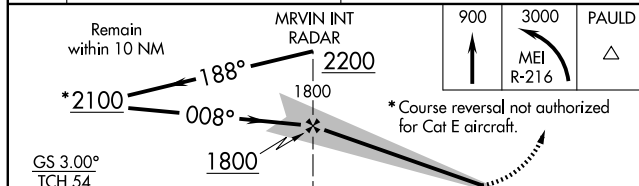
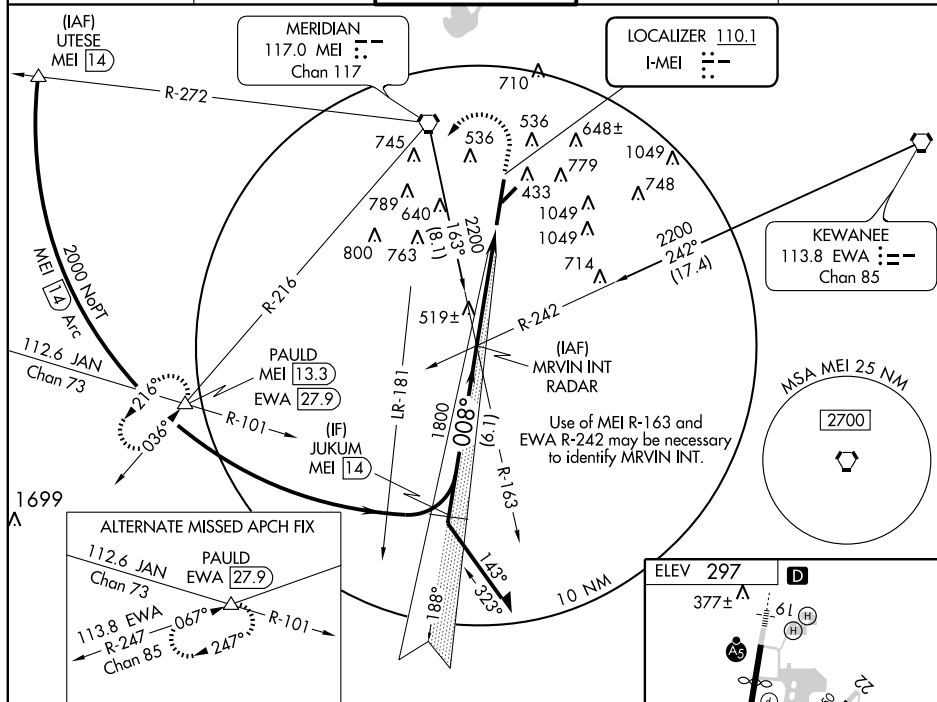
⚠ Circling NA SE of Rwy 1 and 22. DME Required. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALS, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼ mile. ** RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALS, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E to 1¾ miles.

MALS



MISSED APPROACH:
Climb to 900 then climbing left turn to 3000 via MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS 126.475 291.675	MERIDIAN APP CON* 120.5 269.6	KEY TOWER* 119.8 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 1	**489/24 200 (200-½)				
S-LOC 1	780/24	491 (500-½)	780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LOC/DME I-HKQ 111.35 Chan 50 (Y)	APP CRS 188°	Rwy Idg TDZE Apt Elev	9003 293 297
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ILS or LOC RWY 19

MERIDIAN/KEY FIELD (MEI)

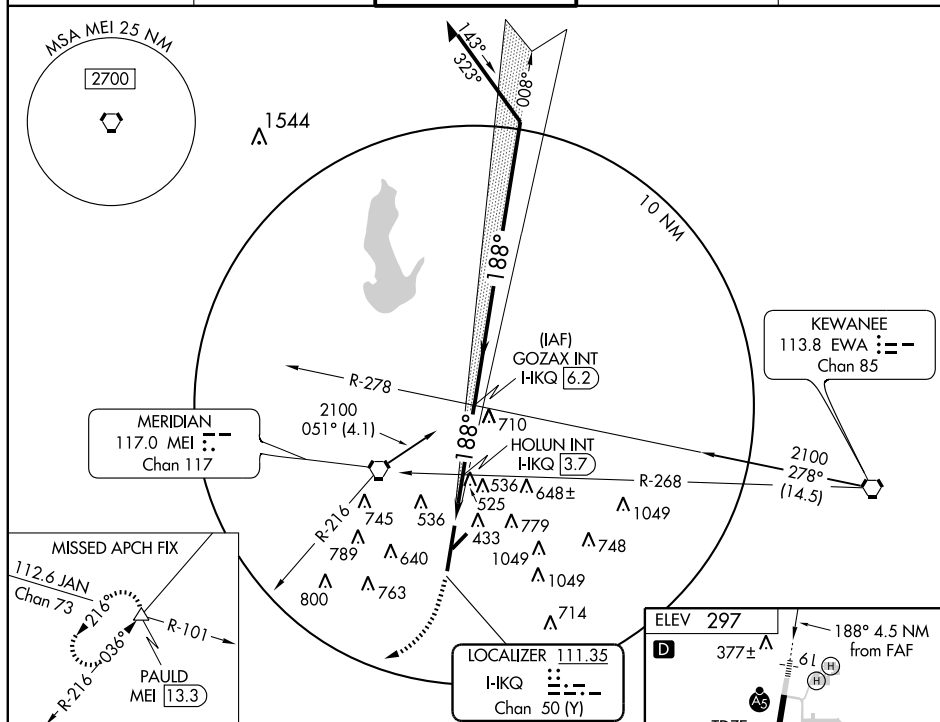
▼
▲
ASR

DME Required. Visibility reduction by helicopters NA. Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

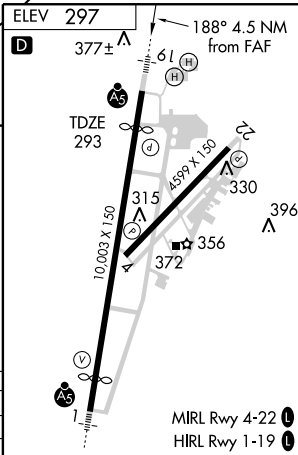
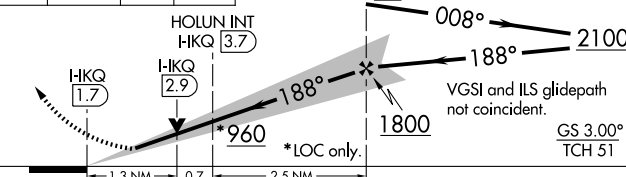


MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS 126.475 291.675	MERIDIAN APP CON* 120.5 269.6	KEY TOWER* 119.8 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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900	3000	PAULD	*1040 when using Hattiesburg/Laurel altimeter setting.
↑	hdg 245°	MEI R-216	△



CATEGORY	A	B	C	D	E
S-ILS 19		599-1	306 (400-1)		
S-LOC 19	760-1 467 (500-1)	760-1¼ 467 (500-1¼)	760-1½ 467 (500-1½)	760-1¾ 467 (500-1¾)	
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

WAAS CH 86500 W01A	APP CRS 008°	Rwy Idg TDZE Apt Elev	9003 289 297
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RNAV (GPS) RWY 1

MERIDIAN/KEY FIELD (MEI)

▼ Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ Circling NA SE of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2¼ mile and LNAV Cats C, D, and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALSRL increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2¼ miles and LNAV Cat E visibility to 2 miles.
 For inoperative MALSRL when using Hattiesburg-Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 2¼ miles, and LNAV Cat E visibility to 2½ miles.

MALSRL

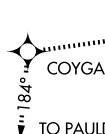


MISSED APPROACH:
Climb to 3000 direct
OVIVE and left turn via
track 261° to COYGA
and via track 184°
to PAULD and hold.

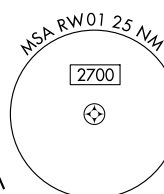
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) 0 257.8	121.9 348.6	122.95

MISSED APCH FIX

OVIVE



FROM RW01

KEWANEE
EWA

Procedure NA for arrivals
on EWA VORTAC airway
radials 174 CW 268.

(IAF)
UTOWE

CODUG

2000
008°
(4.8)

2000
098°
(7.2)

2000
278°
(5)

(IAF)
EGOVEProcedure
Turn NA

ACZUP

CODUG

3000

OVIVE

trk
261°

COYGA

trk
184°

PAULD

*LNAV only.

2000

008°

2000

008°

MRVIN

1800

*1.6 NM to RW01

RW01

10,003 X 150

315

330

356

372

396

377±

61

372

356

372

396

377±

61

GS 3.00°
TCH 54

4.8 NM

2.2 NM

3 NM

1.6 NM

CATEGORY

A

B

C

D

E

LPV DA

489/24 200 (200-½)

LNAV/VNAV DA

909-1¾ 620 (700-1¾)

LNAV MDA

840/24

551 (600-½)

840/50

551 (600-1¼)

840/60

551 (600-1¼)

840-1½

551 (600-1½)

CIRCLING

860-1

563 (600-1)

880-1

583 (600-1)

880-1½

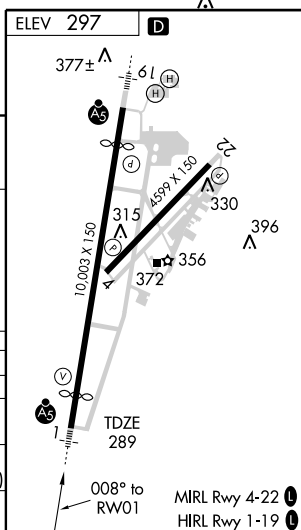
583 (600-1½)

940-2

643 (700-2)

1160-3

863 (900-3)



APP CRS	Rwy Idg	4599
043°	TDZE	295
	Apt Elev	297

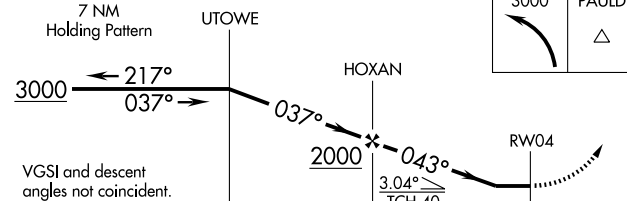
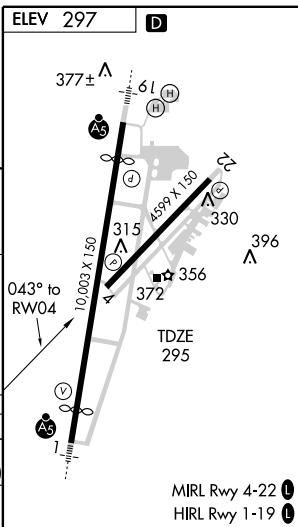
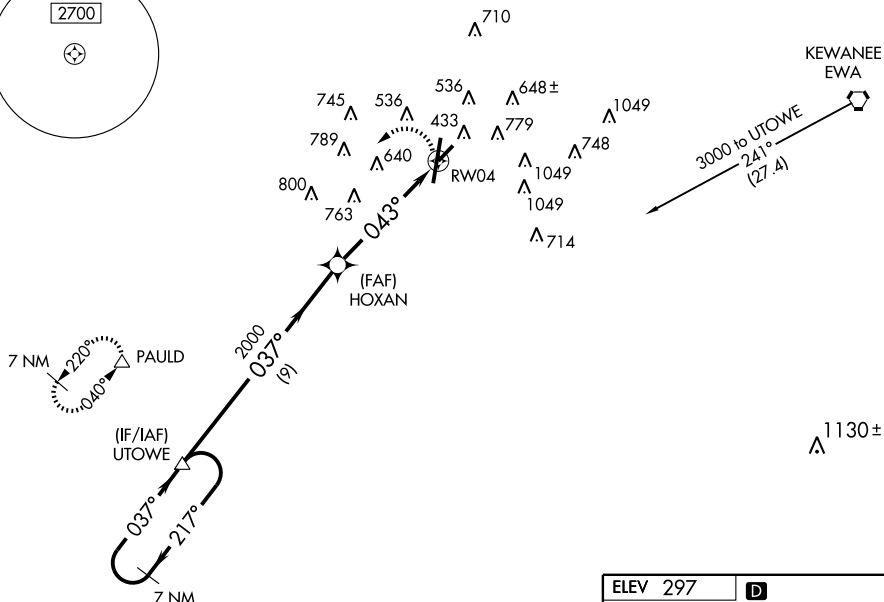
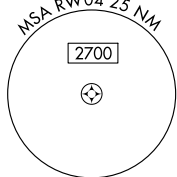
RNAV (GPS) RWY 4

MERIDIAN/KEY FIELD (MEI)

▼ DME/DME RNP-0.3 NA. Circling NA SE of Rws 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, Straight-in/Circling Rwy 4 and Circling Rwy 22 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) 0 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D	E
RNAV MDA	920-1 625 (700-1)	920-1 625 (700-1)	920-1 625 (700-1)	920-2 625 (700-2)	920-2 625 (700-2)
CIRCLING	920-1 623 (700-1)	920-1 623 (700-1)	920-1 623 (700-1)	940-2 643 (700-2)	1120-3 823 (900-3)

WAAS CH 61003 W19A	APP CRS 188°	Rwy ldg TDZE 293 Apt Elev 297
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RNAV (GPS) RWY 19

MERIDIAN/KEY FIELD (MEI)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.
ASR



MISSED APPROACH: Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

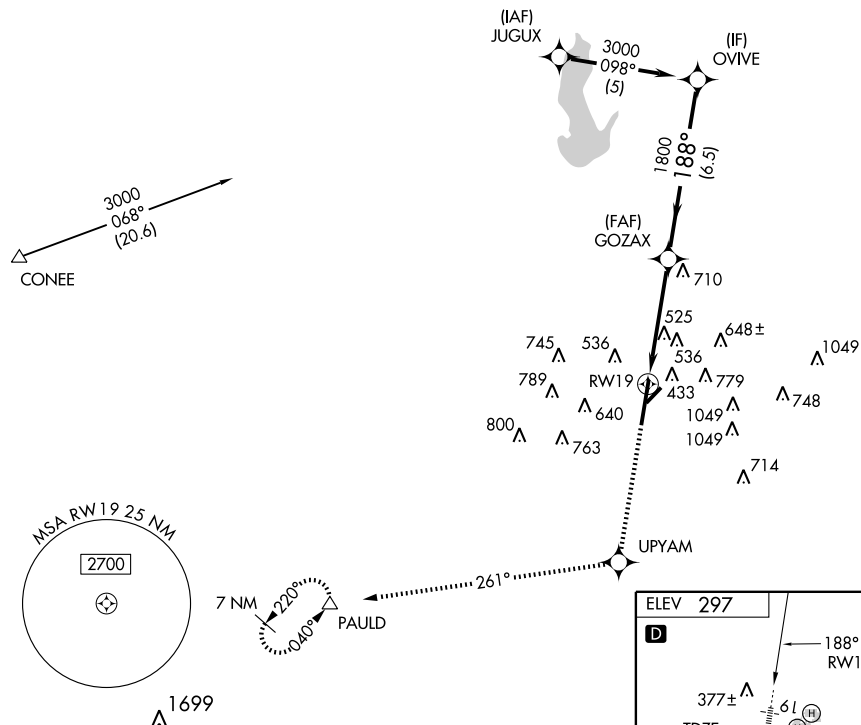
ATIS
126.475 291.675

MERIDIAN APP CON ★
120.5 269.6

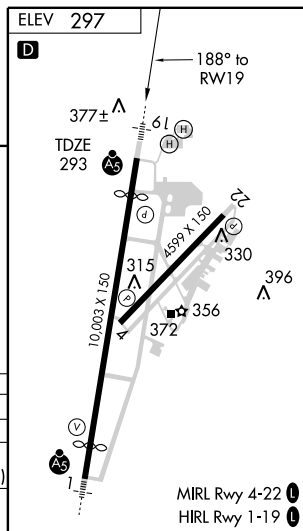
KEY TOWER ★
119.8 (CTAF) 0 257.8

GND CON
121.9 348.6

UNICOM
122.95



3000	UPYAM	PAULD	VGSI and RNAV glidepath not coincident.	OVIVE	Procedure Turn NA
↑	☉	☉	GOZAX	3000	
* LNAV only.					
	☉	☉	* 1.4 NM to RWY 19	188°	
				1800	
	1.4 NM	3.1 NM	6.5 NM		GS 3.00° TCH 51
CATEGORY	A	B	C	D	E
LPV DA	635-1¼ 342 (400-1¼)				
LNAV MDA	780-1 487 (500-1)	780-1¼ 487 (500-1¼)	780-1½ 487 (500-1½)	780-1¾ 487 (500-1¾)	
CIRCLING	860-1¼ 563 (600-1¼)	880-1¼ 583 (600-1¼)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)



APP CRS 223°	Rwy ldg TDZE Apt Elev	4599 297 297
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RNAV (GPS) RWY 22

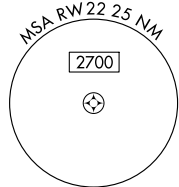
MERIDIAN/KEY FIELD (MEI)

▼ DME/DME RNP-0.3 NA. Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet.

▲ When VGSI inoperative, Straight-in/Circling Rwy 22 NA at night.

MISSED APPROACH: Climb to 3000 direct HOXAN and via 245° track to PAULD and hold.

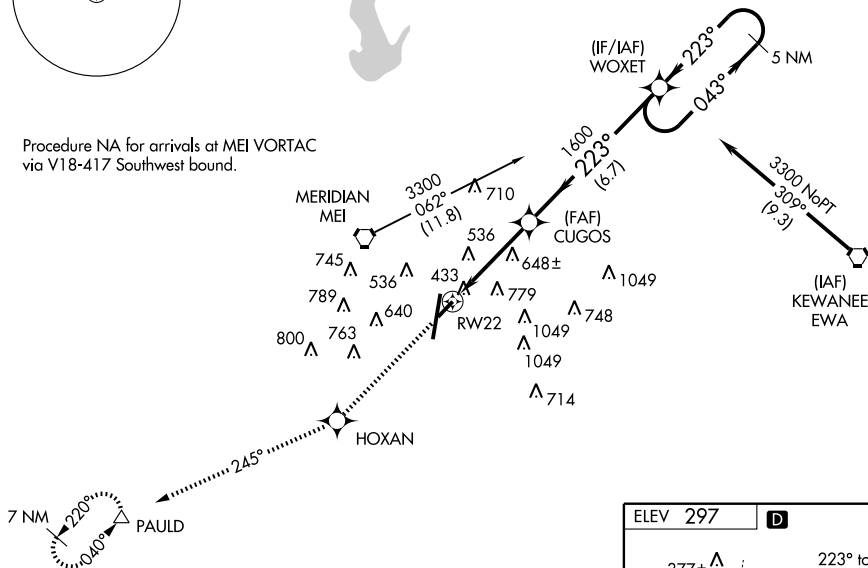
ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.6	KEY TOWER ★ 119.8 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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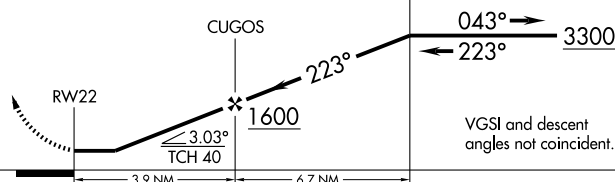
▲ 1544

MERIDIAN NAS

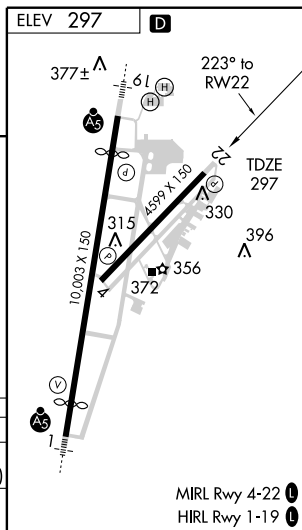
Procedure NA for arrivals at MEI VORTAC via V18-417 Southwest bound.



3000	HOXAN	Trk 245°	PAULD
↑	✱		△



CATEGORY	A	B	C	D	E
RNAV MDA	940-1 643 (700-1)		940-1¾ 643 (700-1¾)	940-2 643 (700-2)	940-2¼ 643 (700-2¼)
CIRCLING	940-1 643 (700-1)		940-1¾ 643 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



VORTAC MEI
117.0
Chan 117

APP CRS
130°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
297

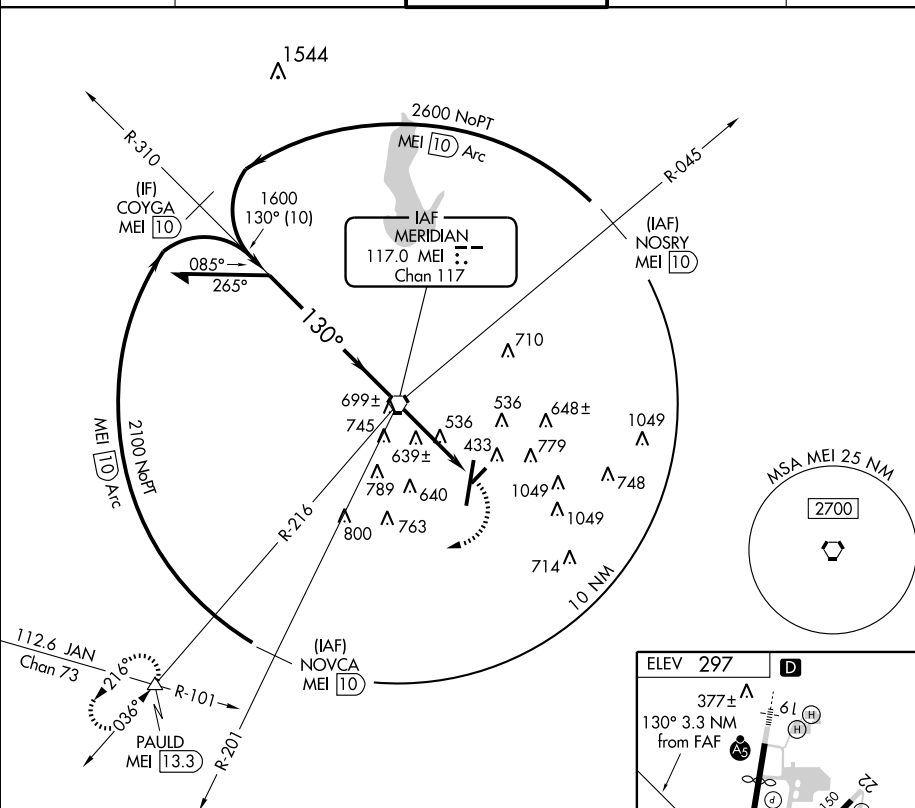
VOR-A

MERIDIAN/KEY FIELD (MEI)

⚠ Circling not authorized SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. DME Required. Procedure turn NA for Cat E.

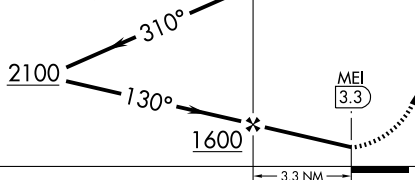
MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.6	KEY TOWER ★ 119.8 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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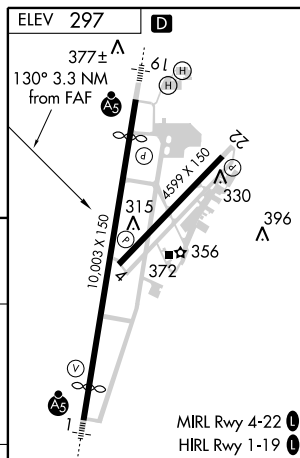


SC-4, 23 SEP 2010 to 21 OCT 2010

Remain within 10 NM



3000 PAULD
MEI R-216



CATEGORY	A	B	C	D	E	FAF to MAP 3.3 NM					
CIRCLING	900-1	603 (700-1)	900-1¾	940-2	1120-3	Knots	60	90	120	150	180
			603 (700-1¾)	643 (700-2)	823 (900-3)	Min:Sec	3:18	2:12	1:39	1:19	1:06

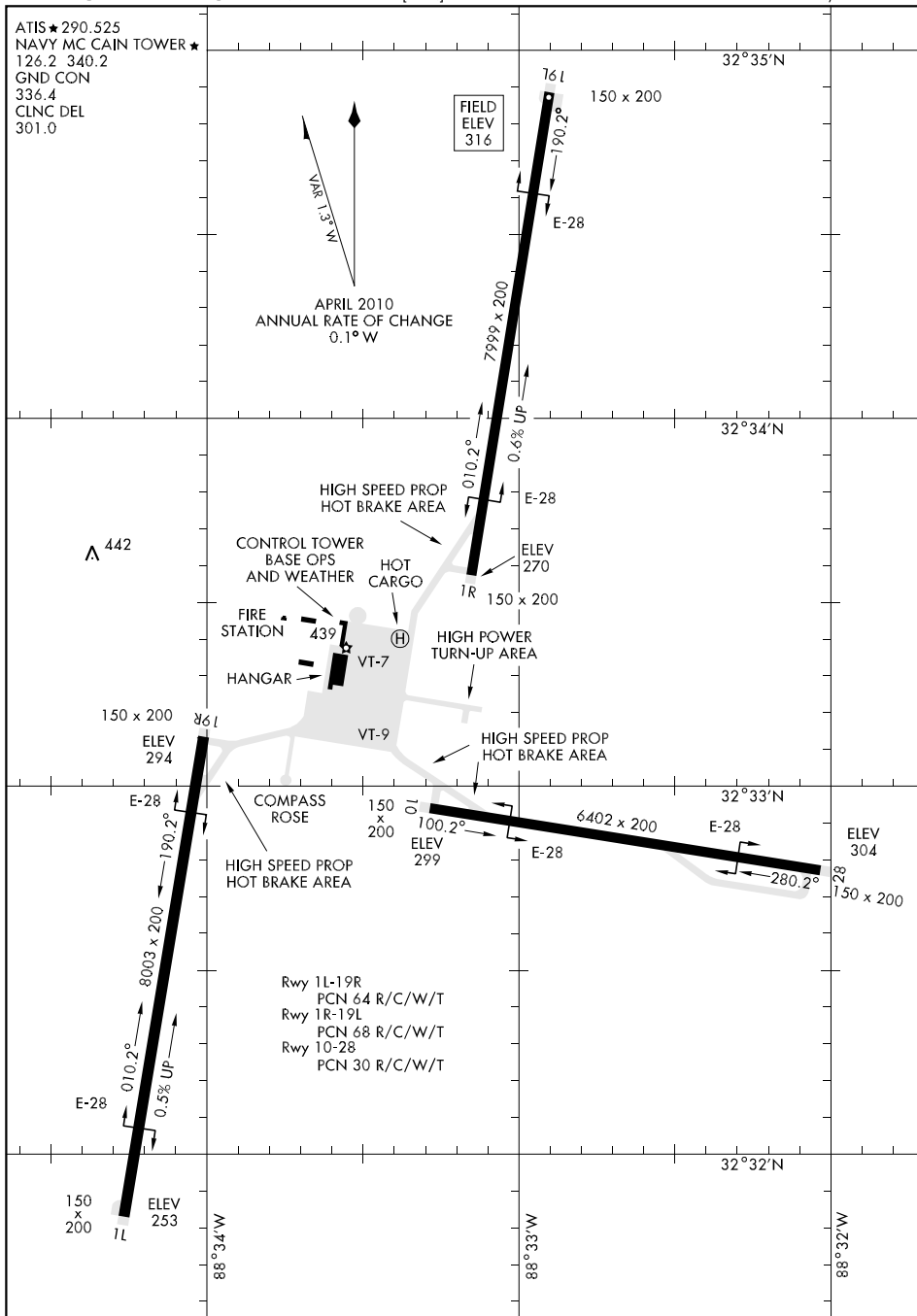
SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

[USN] AFD-5079

MERIDIAN, MISSISSIPPI

ATIS ★ 290.525
NAVY MC CAIN TOWER ★
126.2 340.2
GND CON
336.4
CLNC DEL
301.0



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN NAS (MC CAIN FLD) (NMM)(KNMM) N 11 NE UTC-6(-5DT)

MEMPHIS

N32°33.21' W88°33.32'

H-6J, L-18H

316 B TPA—See Remarks NOTAM FILE NMM Not insp.

DIAP, AD

RWY 01L-19R: H8003X200 (CONC) PCN 64 R/C/W/T HIRL CL

RWY 01L: ALSF1. OLS. WAVE-OFF. 0.5% up.

RWY 01R-19L: H7999X200 (CONC) PCN 68 R/C/W/T HIRL CL

RWY 19L: SSALR. OLS. WAVE-OFF. 0.6% down.

RWY 10-28: H6402X200 (CONC) PCN 30 R/C/W/T HIRL

RWY 28: OLS. WAVE-OFF.

ARRESTING GEAR/SYSTEM

RWY 01L HOOK E28(B) (1750')

HOOK E28(B) (1251') **RWY 19R**

RWY 01R HOOK E28(B) (1250')

HOOK E28(B) (1747') **RWY 19L**

RWY 10 HOOK E28(B) (1250')

HOOK E28(B) (1251') **RWY 28**

MILITARY SERVICE: LGT Portable OLS avbl Rwy 01L, Rwy 01R, Rwy 19L, Rwy 19R and Rwy 28. **JASU 2**(NC-8A)

(GTC-85) 1(NCPP-105) **FUEL** J8. Exp 1 hr refuel delays. **TRAN ALERT** Svc avbl Mon-Thu 1300-0500Z†, Fri 1300-2300Z†. Drag chute repack unavbl.

MILITARY REMARKS: Opr Mon-Thu 1300-0500Z†, Fri 1300-2300Z†, CLOSED Sat, Sun and holidays except by NOTAM, hr subject to change in support CTW-1 flt opr. **RSTD** PPR all acft expect JOSAC Mission ctc Base OPS DSN 637-2470/2505, C601-679-2470/2505. PPR good for +/- 1 hr PPR time. Coord of PPR outside of block time by telephone is rqr or PPR Nr will be cancelled. Arpt subject to no notice closure. PPR civilian acft Official Business. **CAUTION** Rwy 19L, 19R have 1 percent down gradient first 6000'. Wildlife in vicinity all rwy. Mat and twy south of hangar not visible from twr. Ints student jet training during fld opr hr. **TFC PAT** Jet break 1400', TPA-(1216)900. Tran acft expect visual apch when WX 2000-3 SM or abv. High altitude apch not normally avbl when Meridian-1 West active. VFR acft ctc Meridian APP within 25 NM. **MISC** Ramp elev 283'. Expect arr/dep delay during student flying periods. Extensive student jet training.

COMMUNICATIONS: SFA ATIS 290.525 (Mon-Fri 1300-0500Z†, clsd holidays).

Ⓡ **APP CON** 119.2 348.7 (E) 120.5 269.6 (S) 120.95 276.4 (W) 379.275 (N) (Mon-Fri 1300-0500Z†), other times ctc Ⓡ **MEMPHIS CENTER APP CON** 125.975 351.7

MC CAIN TOWER 126.2 340.2 (Rwy 01L, Rwy 19L and Rwy 28) 360.2 (Rwy 01R, Rwy 19R and Rwy 10) (Mon-Thu 1300-0500Z†, Fri 1300-2300Z†, clsd Sat, Sun and holidays exc by NOTAM. **MC CAIN GND CON** 336.4

CLNC DEL 301.0

Ⓡ **DEP CON** 124.8 (S) 343.7 (E) (Mon-Fri 1300-0500Z†), other times ctc Ⓡ **MEMPHIS CENTER DEP CON** 125.975 351.7 **PMSV METRO** 282.525 (Avbl 1200-0300Z†.) **BASE OPS** 352.2

AIRSPACE: CLASS D svc Mon-Thu 1300-0500Z†, Fri 1300-2300Z† clsd Sat, Sun and holidays exc by NOTAM other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) **TACAN** Chan 56 NMM (111.9) N32°34.70' W88°32.71' 198° 1.6 NM to fld. 309/1E. Opr during flt opr hr only.

TACAN unusable:

010°-085° byd 21 NM blo 3,000'

105°-110°

ILS 109.7 I-NMM Rwy 19L. GS unusable byd 3° right of course. GS unusable byd 7° left of course.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

METCALF N33°25.52' W90°58.93' NOTAM FILE GLH.

MEMPHIS

NDB (MHW) 359 MTQ 354° 3.5 NM to Mid Delta Rgnl.

L-18F

MID DELTA RGNL (See GREENVILLE)

MONROE CO (See ABERDEEN/AMORY)

NAKIA IKT N28°31.25' W88°17.33'

L-21C, GOMC

AWOS-3 118.825

NATCHEZ N31°37.09' W91°17.98' NOTAM FILE HEZ.

HOUSTON

(L) **VOR/DME** 110.0 HEZ Chan 37 at Hardy-Anders Fld/Natchez-Adams Co. 280/03E.

L-22F

DME unmonitored. **DME** portion unusable byd 25 NM blo 3000'.

RCO 122.1R 110.0T (GREENWOOD RADIO)

LOC I-NMM 109.7	APCH CRS 188°	Rwy Idg 7999 TDZE 316 Arpt Elev 316
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JAL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)



*When ALS inop, increase CAT CDE vis to ¾ mile.

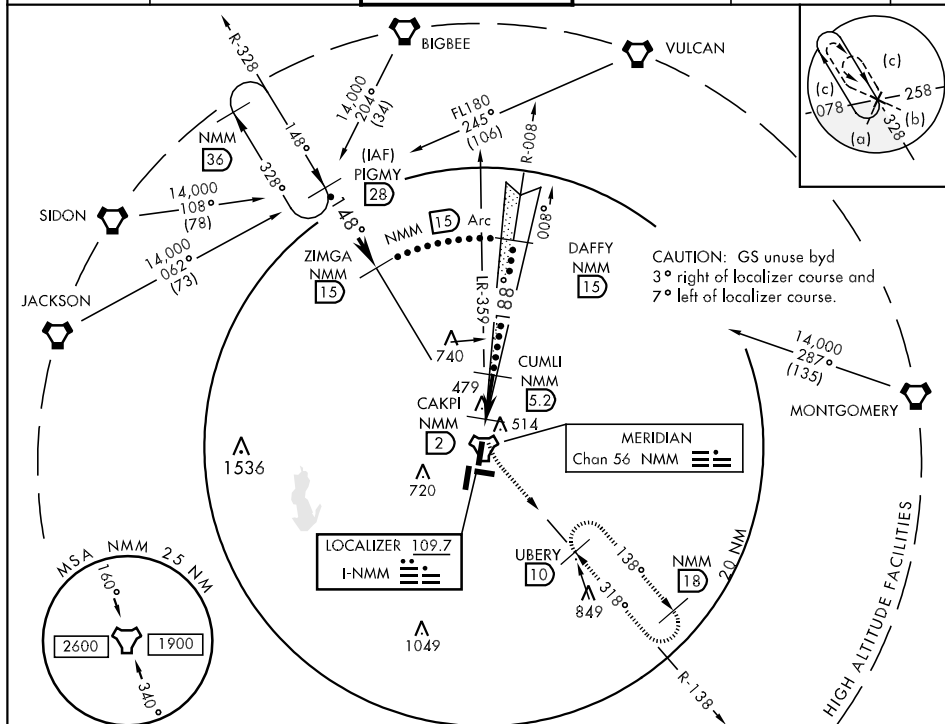
**When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

SSALR



MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

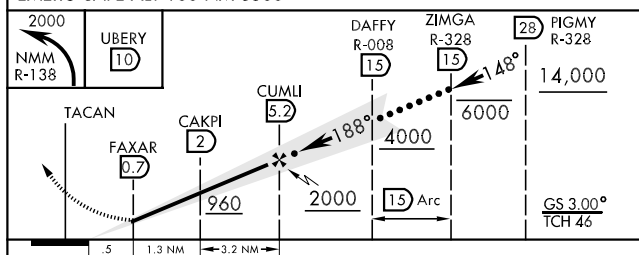
ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR
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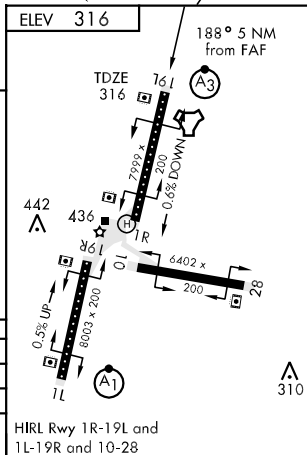
SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S-ILS 19L *	516- ½	200	(200- ½)
S-LOC 19L**	700- ¾	384	(400- ¾)
CIRCLING	820-1½	880-2	1060-2¾
	504 (600-1½)	564 (600-2)	744 (800-2¾)



MERIDIAN, MISSISSIPPI

32° 33'N - 88° 33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

HI-ILS or LOC/DME RWY 19L

TACAN NMM Chan 56	APCH CRS 022°	Rwy ldg 8003 TDZE 253 Arpt Elev 316
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JAL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

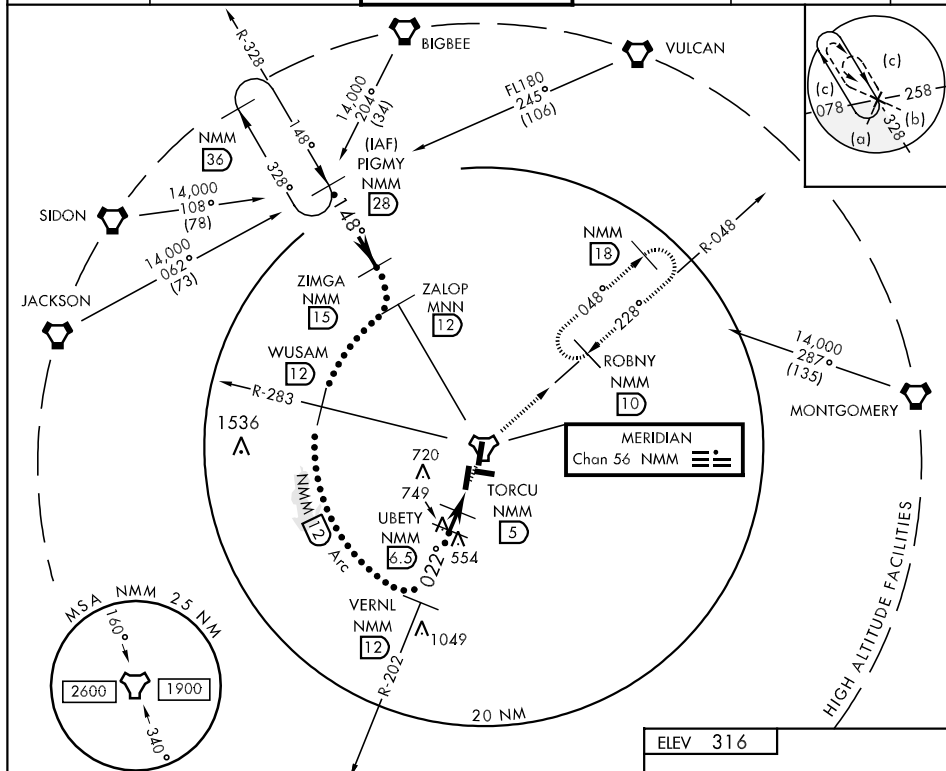
▼ * When ALS inop, increase CAT C vis to 1½ miles,
CAT DE to 1¾ miles.

ALSF-1

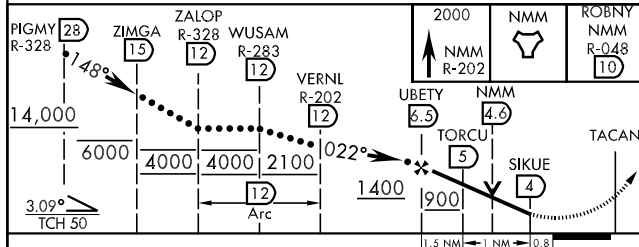


MISSED APPROACH: Climb to 2000 via NMM R-202 to
NMM TACAN then via R-048 to ROBNY and hold.

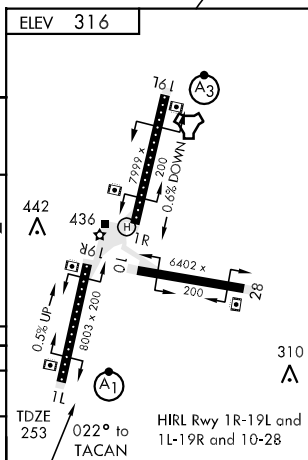
ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S- 1L *	780-1 527 (500-1)	780-1½ 527 (500-1½)	
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



MERIDIAN, MISSISSIPPI

32°33' N -88°33' W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

TACAN NMM Chan 56	APCH CRS 178°	Rwy ldg 7999 TDZE 316 Arpt Elev 316
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JAL-5079 [USN]

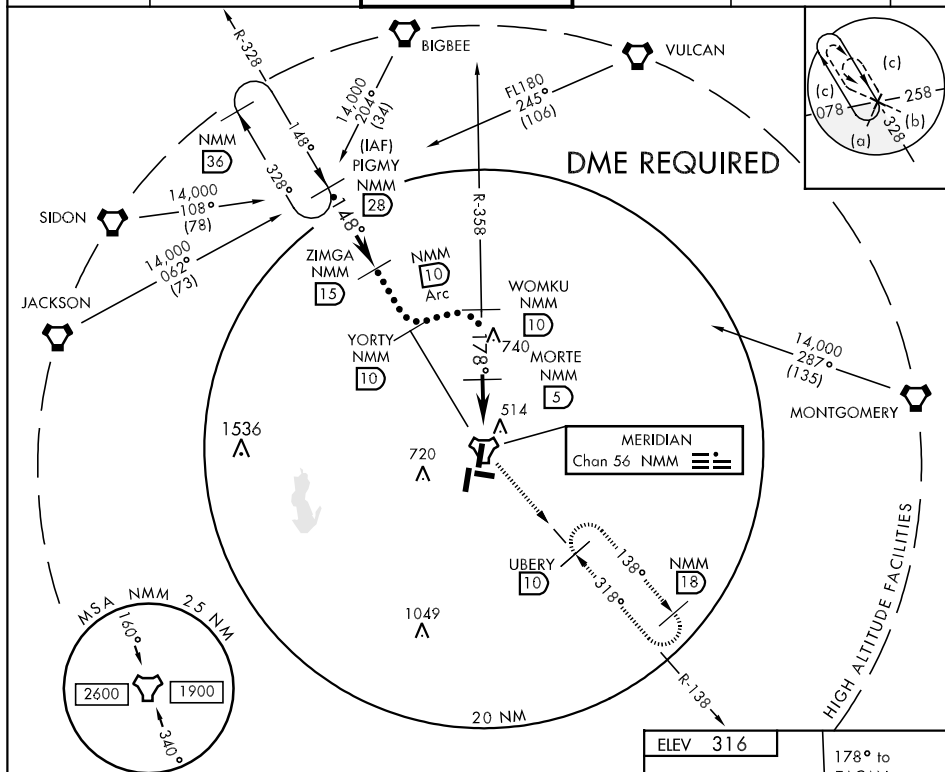
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase CAT C vis to 1½ miles,
CAT D to 1½ miles, CAT E to 1¾ miles.

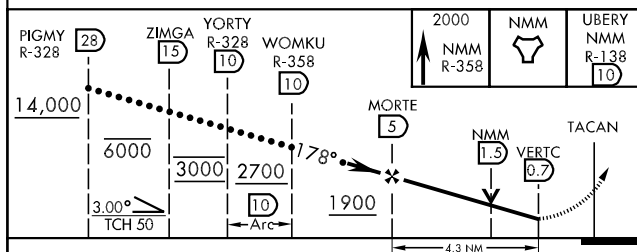


MISSED APPROACH: Climb to 2000 via NMM R-358 to TACAN then via R-138 to UBERY and hold.

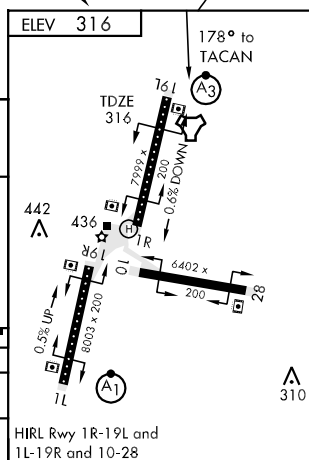
ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S- 19L *	780-¾ 464 (500-¾)	780-1 464 (500-1)	780-1¼ 464 (500-1¼)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



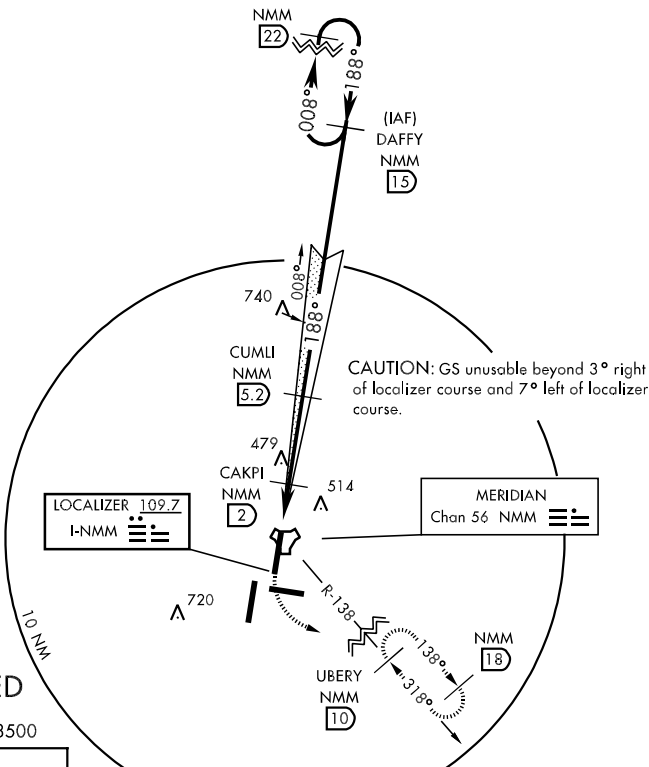
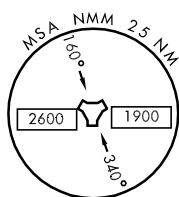
MERIDIAN, MISSISSIPPI

32°33'N - 88°33'W

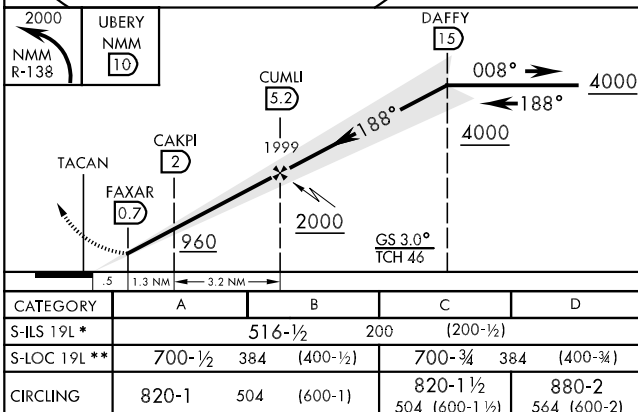
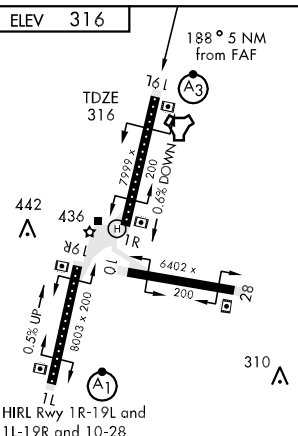
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

LOC I-NMM 109.7		APCH CRS 188°		Rwy Idg 7999 TDZE 316 Arpt Elev 316	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)		
<div><div>▼</div><div><div>* When ALS inop, increase All CAT vis to ¾ mile. ** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.</div></div></div>					<div><div>SSALR</div><div><div>A3</div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div>	MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.		
ATIS ★ 290.525		MERIDIAN APP CON 120.95 276.4		NAVY MC CAIN TOWER ★ 126.2 340.2		GND CON 336.4	CLNC DEL 301.0	ASR/PAR



RADAR REQUIRED
EMERG SAFE ALT 100 NM 3500



APCH CRS 008°	Rwy Idg TDZE 253	8003
	Arpt Elev 316	

AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

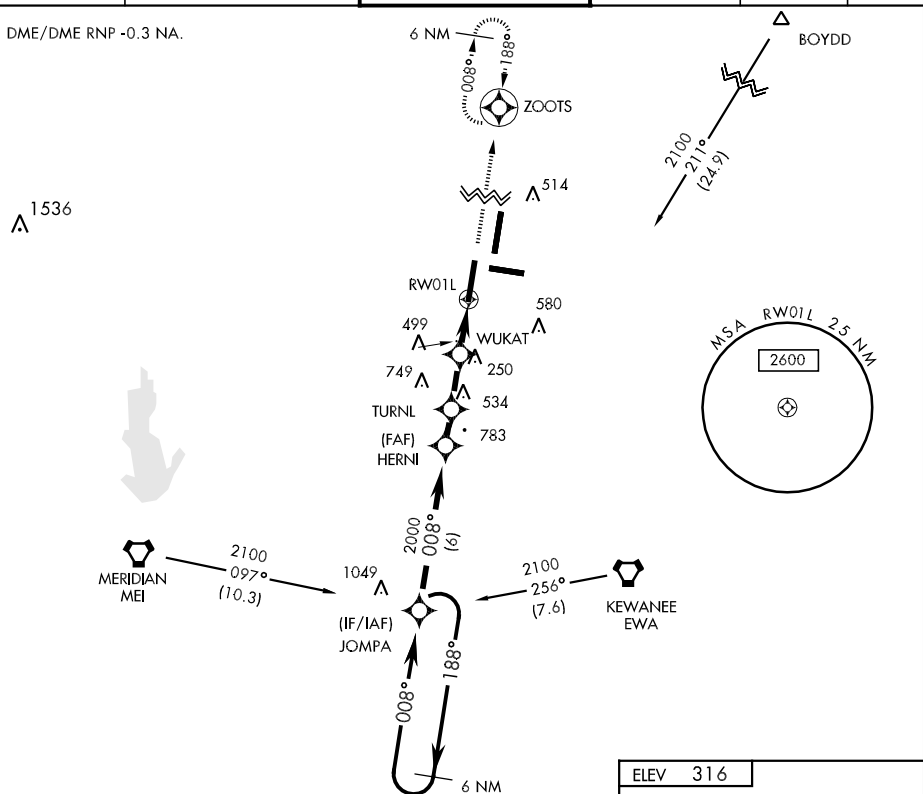
▼ * When ALS inop, increase CAT AB vis to 1 mile,
CAT CD to 1½ miles, CAT E to 1¾ miles.



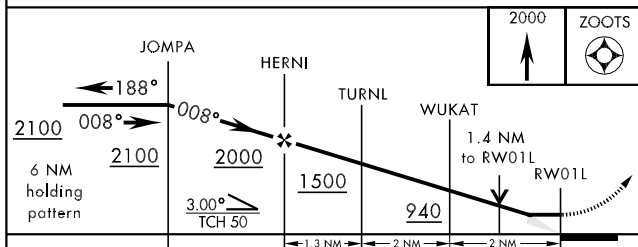
MISSED APPROACH: Climb to 2000 direct ZOOTS
and hold.

ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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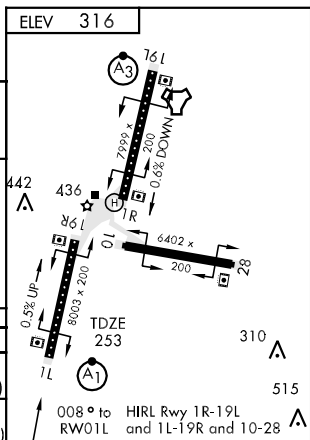
DME/DME RNP -0.3 NA.



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNNAV MDA*	760-½ 507 (500-½)	760-1 507 (500-1)	760-1¼ 507 (500-1¼)	760-1½ 507 (500-1½)	760-1¾ 507 (500-1¾)
CIRCLING	820-1 504 (600-1)	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)	1060-3 744 (800-3)



MERIDIAN, MISSISSIPPI

32° 33' N - 88° 33' W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10210

RNAV (GPS) RWY 1L

SC-4, 23 SEP 2010 to 21 OCT 2010

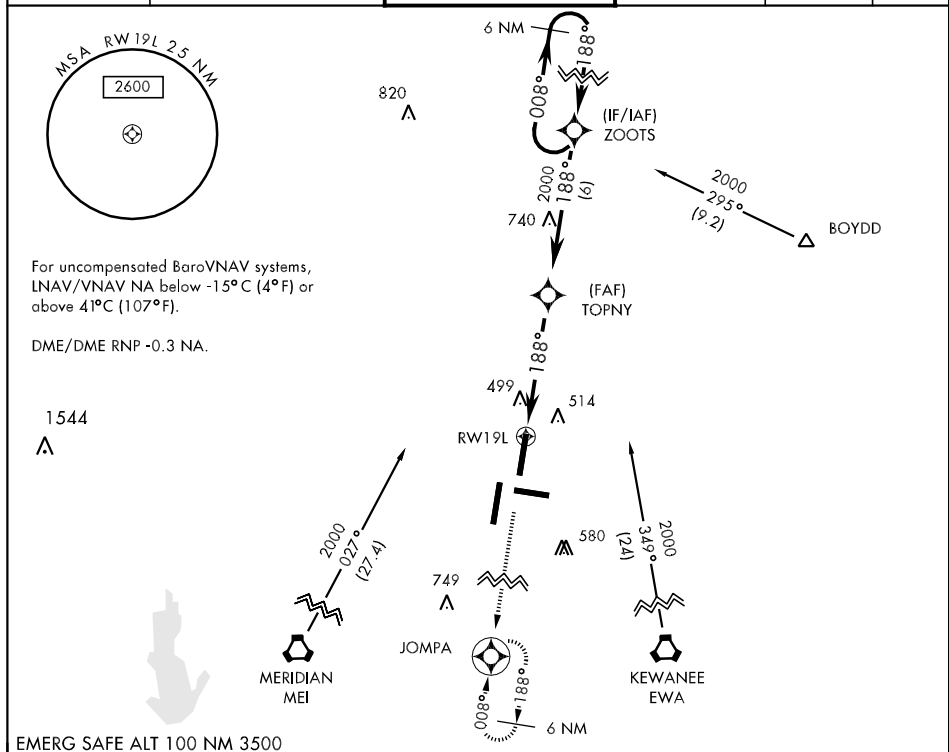
SC-4, 23 SEP 2010 to 21 OCT 2010

APCH CRS 188°	Rwy Idg TDZE Arpt Elev	7999 316 316
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AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

<div>▼</div> <div>* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. ** When ALS inop, increase All CAT vis to 1¾ miles.</div>	SSALR		MISSED APPROACH: Climb to 2100 direct JOMPA and hold.		
	<div>A3</div>				
ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR



EMERG SAFE ALT 100 NM 3500

ELEV 316	188° to RW19L	2100	JOMPA	TOPNY	ZOOTs	6 NM holding pattern
TDZE 316	761	2000	1.2 NM to RW19L	188°	008°	2000
761 x 761	200	188°	5.1 NM	188°	188°	2000
0.6% DOWN	0.6% DOWN					
442 ▲	436 ▲	436 ▲	436 ▲	436 ▲	436 ▲	436 ▲
0.5% UP	0.5% UP	0.5% UP	0.5% UP	0.5% UP	0.5% UP	0.5% UP
800 x 200	800 x 200	800 x 200	800 x 200	800 x 200	800 x 200	800 x 200
1L	1L	1L	1L	1L	1L	1L
HIRL Rwy 1R-19L and 1L-19R and 10-28						
310 ▲						
CATEGORY	A	B	C	D	E	
LNAV MDA *	760-½	444 (500-½)	760-¾ 444 (500-¾)	760-1	444 (500-1)	
LNAV/VNAV DA **	820-1¼	504 (600-1¼)	504 (600-1¼)	504 (600-1¼)	504 (600-1¼)	
CIRCLING	820-1	504 (600-1)	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)	

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10210

RNAV (GPS) RWY 19L

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

NATCHEZ

HARDY-ANDERS FLD NATCHEZ-ADAMS CO (HEZ) 6 NE UTC-6(-5DT)

HOUSTON

H-6J, L-22F

IAP

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL JET A Class IV, ARFF Index A. NOTAM FILE HEZ

RWY 13-31: H6500X150 (ASPH-GRVD) S-50, D-78, 2S-100, 2D-172 MIRL

RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 31: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 18-36: H5000X150 (ASPH) S-83, D-113, 2S-143, 2D-65 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 37'. RWY 36: Trees.

AIRPORT REMARKS: Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 601-442-5171. Deer on and invof rws.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.675 (601) 446-8022 LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NATCHEZ RCO 122.1R 110.0T (GREENWOOD RADIO)

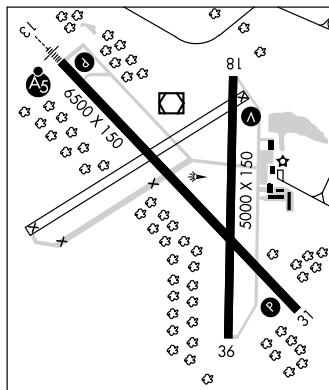
Ⓡ HOUSTON CENTER APP/DEP CON 120.975

RADIO AIDS TO NAVIGATION: NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09' W91°17.98' at fld. 280/03E. DME unmonitored.

NATCHEZ-ADAMS CO NDB (MHW) 388 HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.

ILS 111.35 I-HEZ Rwy 13. Class IB. GS unmonitored.

**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.

HOUSTON

NDB (MHW) 388 HAH 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.

L-22F

NEW ALBANY-UNION CO (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'

MEMPHIS

413 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 18-36: H3903X75 (ASPH) S-20 MIRL

IAP

RWY 18: Tree. RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Fri dalgt hrs, Sat 1400-1800Z. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 opr dusk-0400Z. After 0400Z. ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.

NEWTON

JAMES H EASOM FLD (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'

MEMPHIS

369 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 13-31: H3000X75 (ASPH) S-21 MIRL

RWY 13: Trees. RWY 31: PVASI(PSIL)—GA 7.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z. For attendant after hrs and emergencies only call 601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy 13-31—CTAF. PAPI Rwy 31 opr continuously.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E. HIWAS.

OCEAN SPRINGS (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'

NEW ORLEANS

20 B FUEL 100LL NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3500X50 (ASPH) S-10 MIRL

RWY 18: Trees.

AIRPORT REMARKS: Attended 1500-2300Z. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SEMMES (H) VORTAC 115.3 SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.

LOC I-HEZ 111.35	APP CRS 133°	Rwy Idg TDZE 266 Apt Elev 272
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NATCHEZ/

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ILS or LOC RWY 13

▼ When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DAs to 599 feet and all visibilities to 1¼ miles; increase all MDAs 140 feet and S-LOC 13 Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting.

▲ NA

MALSR

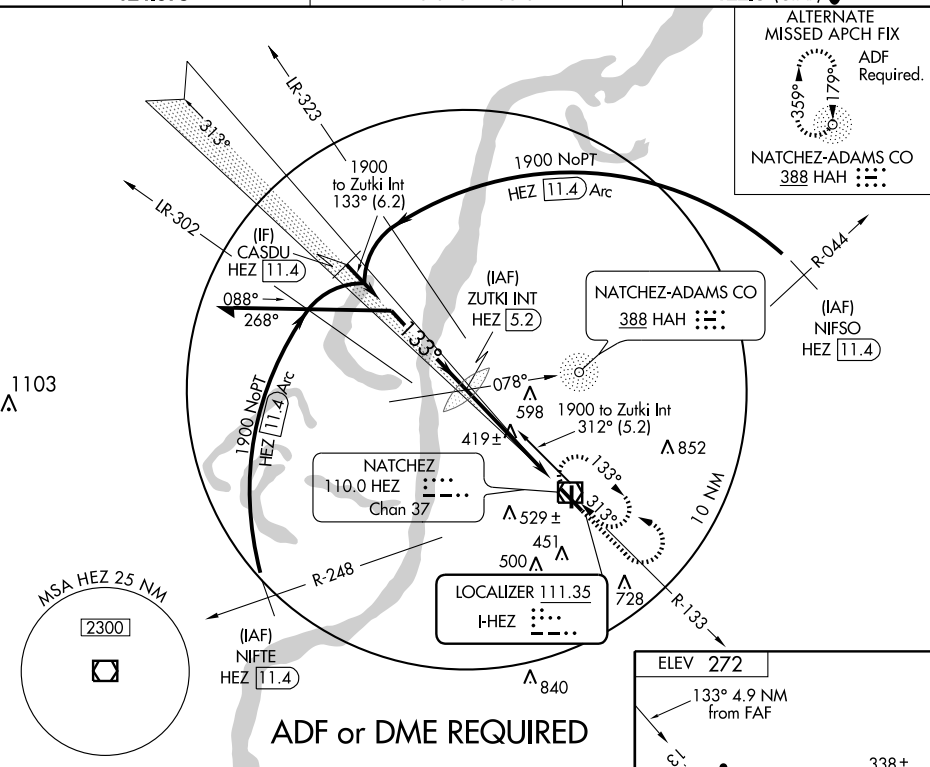


MISSED APPROACH:
Climb to 2000 then left
turn direct HEZ VOR/DME
and hold.

AWOS-3
124.675

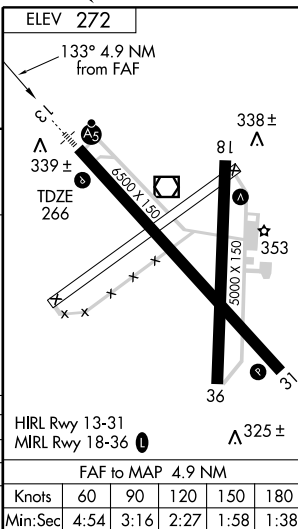
HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) 0



ALTERNATE
MISSED APCH FIX
ADF
Required.

NATCHEZ-ADAMS CO
388 HAH



Remain within 10 NM				
ZUTKI INT HEZ 5.2				
CASDU HEZ 11.4				
1900				
133°				
133°				
1900				
6.2 NM				
4.9 NM				
CATEGORY	A	B	C	D
S-ILS 13	466-½		200 (200-½)	
S-LOC 13	680-½	414 (500-½)	680-¾	414 (500-¾)
CIRCLING	740-1	468 (500-1)	780-1½	840-2
			508 (600-1½)	568 (600-2)

WAAS CH 50505 W13A	APP CRS 133°	Rwy Idg 6500 TDZE 266 Apt Elev 272
--	------------------------	---

NATCHEZ/

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

RNAV (GPS) RWY 13

⚠ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting; increase all LPV DAs to 655 and all visibilities to 1 ¼ miles; all LNAV/VNAs DA to 785 and all visibilities to 1 ¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1 ½ miles, Cat D to 2 miles and circling Cat C visibility to 1 ¾ miles, Cat D to 2 ¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALS, increase LNAV Cat D visibility ¼ mile.

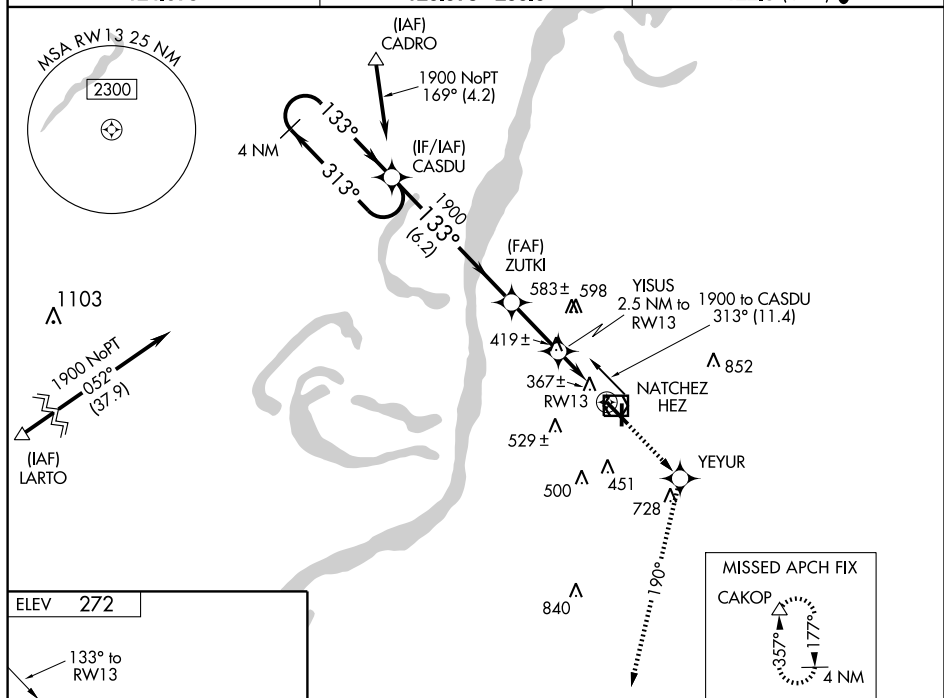
MALSR



MISSED APPROACH:
Climb to 2200 direct
YEYUR and via
190° track to CAKOP
and hold.

AWOS-3
124,675

HOUSTON CENTER
120,975 299.6

UNICOM
122.8 (CTAF) **L**

ELEV	27
------	----

133° to

13

TDZE
266

HIRL Rwy 13-31
MIRL Rwy 18-36 **L**

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

31°37'N - 91°18'W

RNAV (GPS) RWY 13

APP CRS
178°

Rwy Idg **5000**
TDZE **272**
Apt Elev **272**

RNAV (GPS) RWY 18

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

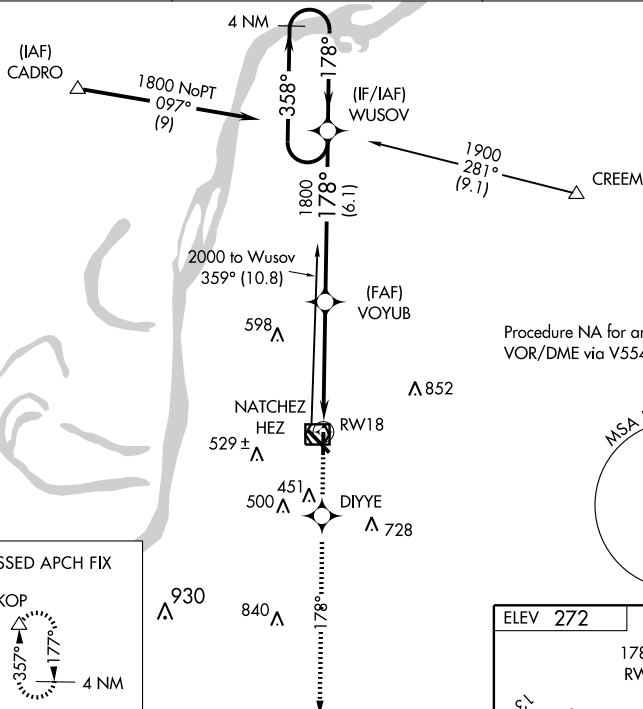
- ▼ When local altimeter setting not received, use Vicksburg Tallulah
Rgnl altimeter setting and increase all MDAs 140 feet, and
increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and
via 178° track to CAKOP and hold.

AWOS-3
124.675

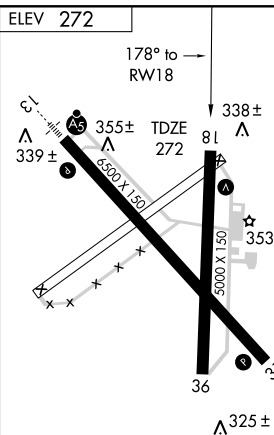
HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at HEZ
VOR/DME via V554 southeast bound.

4 NM Holding Pattern				2200	DIYYE	178° trk	CAKOP
WUSOV				VOYUB			
1800 ← 358°				178° → 1800			
178° → 1800				1800			
VGSI and descent angles not coincident.				3.04° ≥ TCH 40			
6.1 NM				4.6 NM			
CATEGORY	A	B	C	D			
LNAV MDA	620-1 348 (400-1)			620-1¼ 348 (400-1¼)			
CIRCLING	740-1 468 (500-1)			780-1½ 508 (600-1½)	840-2 568 (600-2)		



HIRL Rwy 13-31
MIRL Rwy 18-36 0

APP CRS **313°**
Rwy ldg **6500**
TDZE **272**
Apt Elev **272**

RNAV (GPS) RWY 31

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

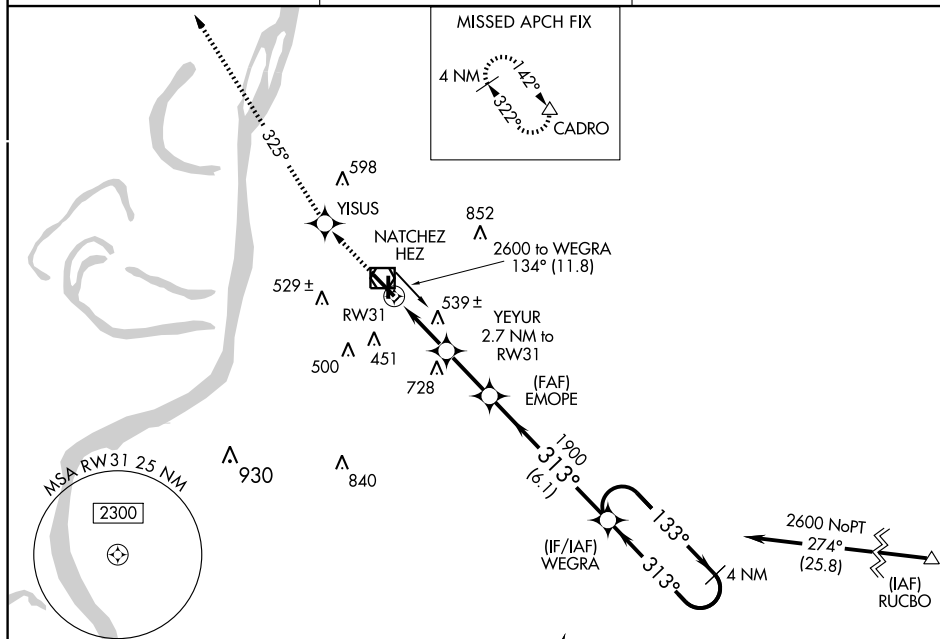
MISSED APPROACH: Climb to 2000 direct YISUS and via 325° track to CADRO and hold.

AWOS-3
124.675

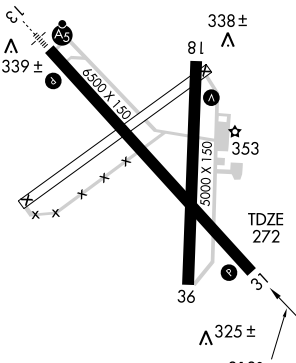
HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



ELEV **272**



HIRL Rwy 13-31
MIRL Rwy 18-36 **0**

2000	YISUS	325° trk	CADRO	4 NM Holding Pattern			
				EMOPE	WEGRA		
				YEYUR 2.7 NM to RW31	1900	133°	2600
				RW31	1160	313°	
				3.04° TCH 43	2.2 NM	6.1 NM	
CATEGORY	A	B	C	D			
LNAV MDA	800-1	528 (600-1)	800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)			
CIRCLING	800-1	528 (600-1)	800-1½ 528 (600-1½)	840-2 568 (600-2)			

NATCHEZ, MISSISSIPPI
Orig 10154

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)
31°37'N - 91°18'W

RNAV (GPS) RWY 31

APP CRS
005°

Rwy Idg
272

Apt Elev
272

RNAV (GPS) RWY 36

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

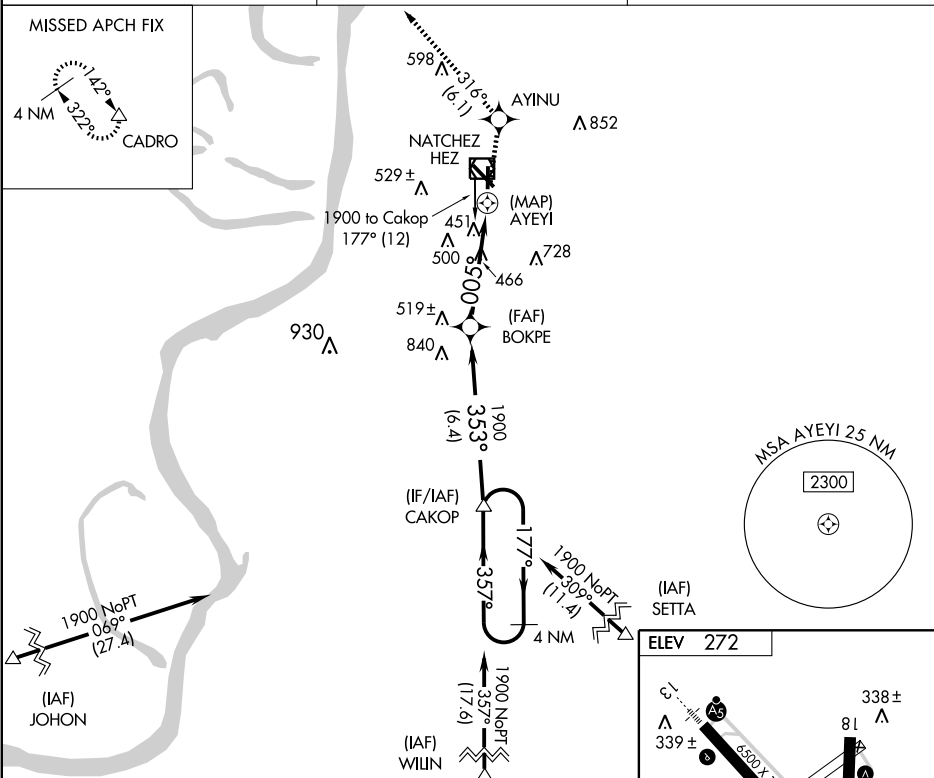
MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

AWOS-3
124.675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF)

MISSED APCH FIX



ELEV 272

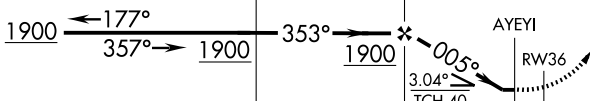
4 NM
Holding Pattern

2000

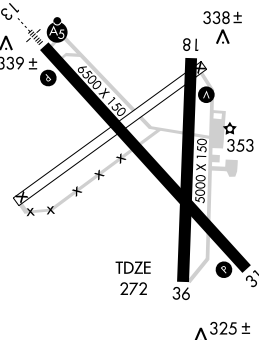
AYINU

316°

CADRO



CATEGORY	A	B	C	D
RNAV MDA	780-1	508 (600-1)	780-1½	508 (600-1½)
CIRCLING	780-1	508 (600-1)	780-1½	840-2
			508 (600-1½)	568 (600-2)



005° 4.5 NM
to AYEYI

HIRL Rwy 13-31
MIRL Rwy 18-36

VOR/DME HEZ	APP CRS	Rwy Idg	6500
110.0	124°	TDZE	266
Chan 37		Apt Elev	272

AL-967 (FAA)

NATCHEZ/

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

VOR/DME RWY 13

V If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

MALSR

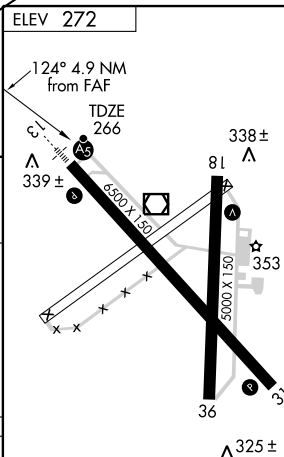
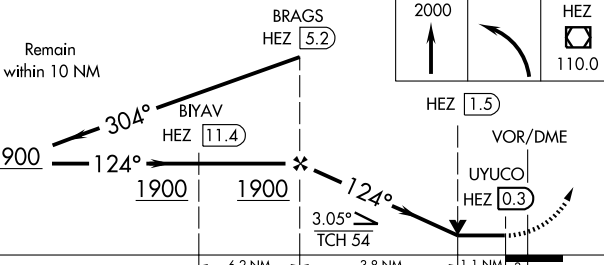
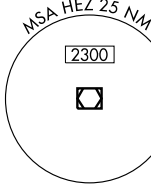
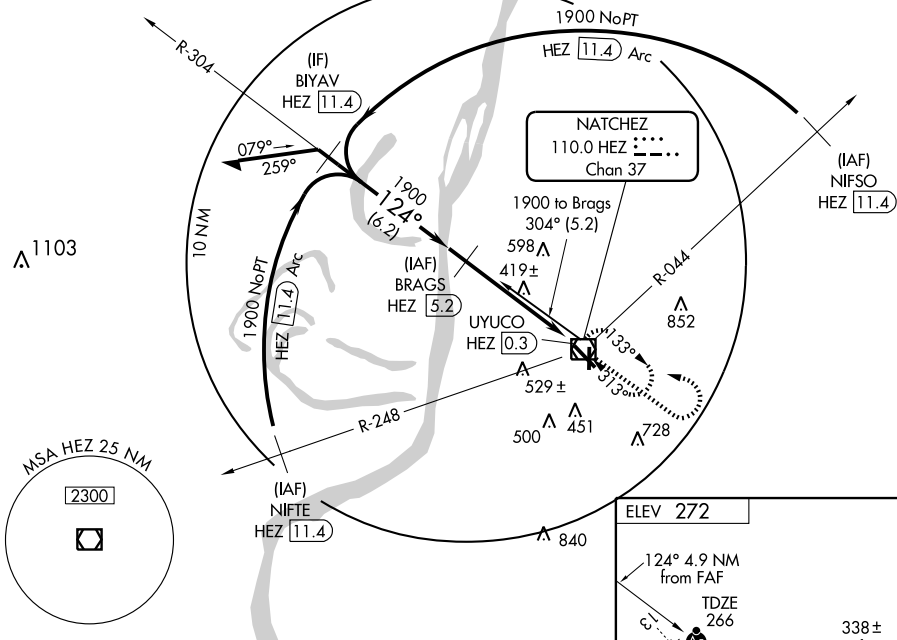


MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3
124.675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-13	680-¾	414 (500-¾)		
CIRCLING	740-1 468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)	

HIRL Rwy 13-31
MIRL Rwy 18-36 **0**

VOR/DME HEZ 110.0 Chan 37	APP CRS 197°	Rwy Idg 5000 TDZE 272 Apt Elev 272
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NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

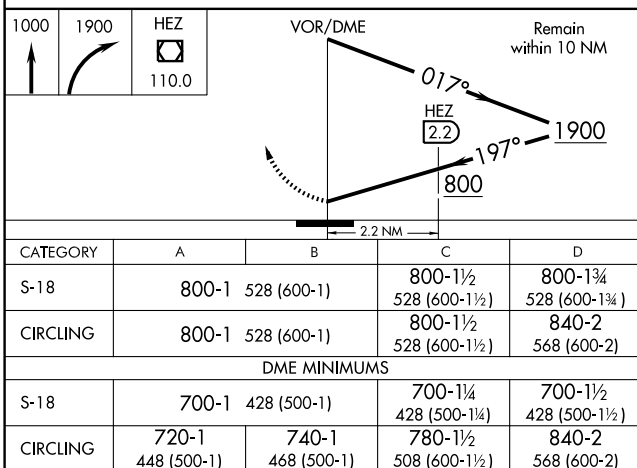
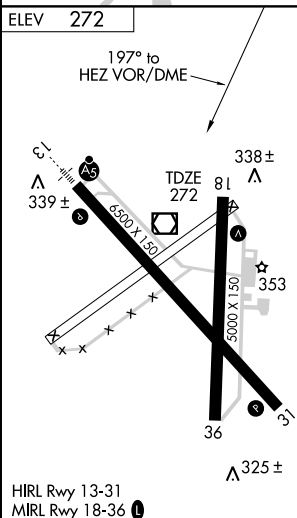
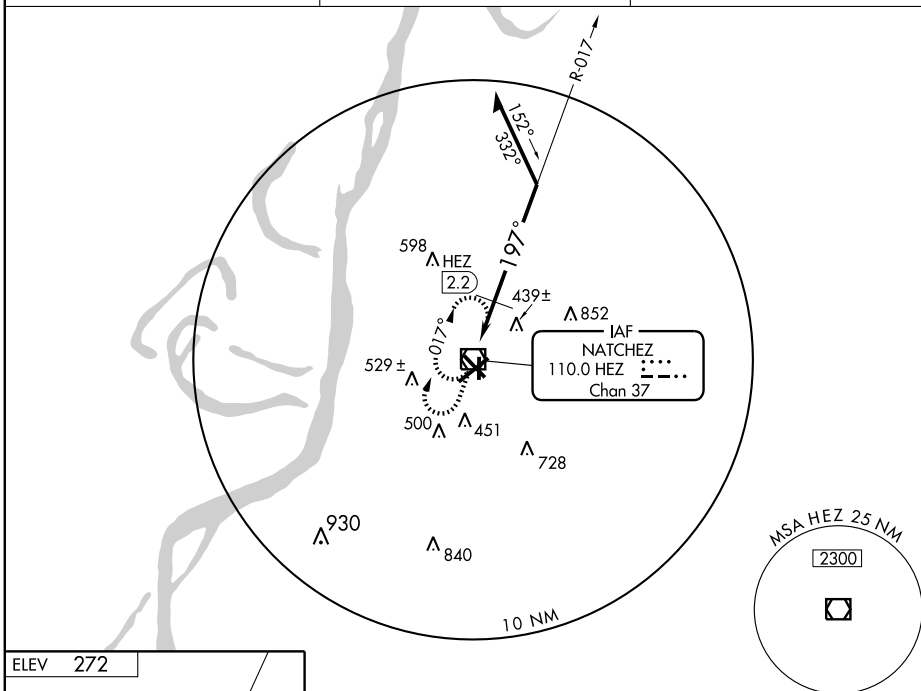
VOR RWY 18

T	A	NA	Inoperative table does not apply.
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MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

AWOS-3
124,675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) **L**

NATCHEZ, MISSISSIPPI
Amdt 10B 10154

NATCHEZ/HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

31°37'N - 91°18'W

VOR RWY 18

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

NATCHEZ

HARDY-ANDERS FLD NATCHEZ-ADAMS CO (HEZ) 6 NE UTC-6(-5DT)

HOUSTON

H-6J, L-22F

IAP

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL JET A Class IV, ARFF Index A. NOTAM FILE HEZ

RWY 13-31: H6500X150 (ASPH-GRVD) S-50, D-78, 2S-100,
2D-172 MIRL

RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 31: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 18-36: H5000X150 (ASPH) S-83, D-113, 2S-143, 2D-65
MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 37'. RWY 36: Trees.

AIRPORT REMARKS: Attended continuously. CLOSED to unscheduled air
carrier ops with more than 30 passenger seats except 24 hrs PPR
call arpt manager 601-442-5171. Deer on and invof rwsy.ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI
Rwy 13 and Rwy 31—CTAF.**WEATHER DATA SOURCES:** AWOS-3 124.675 (601) 446-8022 LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

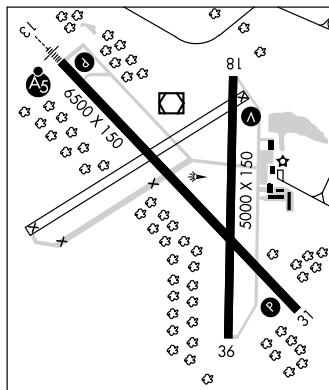
NATCHEZ RCO 122.1R 110.0T (GREENWOOD RADIO)

Ⓡ HOUSTON CENTER APP/DEP CON 120.975

RADIO AIDS TO NAVIGATION: NOTAM FILE HEZ.NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09'
W91°17.98' at fld. 280/03E. DME unmonitored.

NATCHEZ-ADAMS CO NDB (MHW) 388 HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.

ILS 111.35 I-HEZ Rwy 13. Class IB. GS unmonitored.

**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.

HOUSTON

NDB (MHW) 388 HAH 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.

L-22F

NEW ALBANY-UNION CO (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'

MEMPHIS

413 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 18-36: H3903X75 (ASPH) S-20 MIRL

IAP

RWY 18: Tree. RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Fri dalgt hrs, Sat 1400-1800Z. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36
opr dusk-0400Z. After 0400Z. ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.

NEWTON

JAMES H EASOM FLD (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'

MEMPHIS

369 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 13-31: H3000X75 (ASPH) S-21 MIRL

RWY 13: Trees. RWY 31: PVASI(PSIL)—GA 7.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z. For attendant after hrs and emergencies only call
601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy
13-31—CTAF. PAPI Rwy 31 opr continuously.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E.
HIWAS.**OCEAN SPRINGS** (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'

NEW ORLEANS

20 B FUEL 100LL NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3500X50 (ASPH) S-10 MIRL

RWY 18: Trees.

AIRPORT REMARKS: Attended 1500-2300Z. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE
rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SEMMES (H) VORTAC 115.3 SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.

APP CRS **177°**
Rwy Idg **3903**
TDZE **413**
Apt Elev **413**

RNAV (GPS) RWY 18

NEW ALBANY-UNION CO (M72)

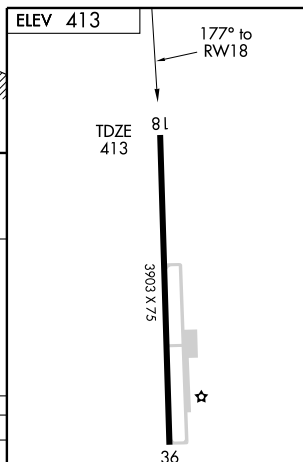
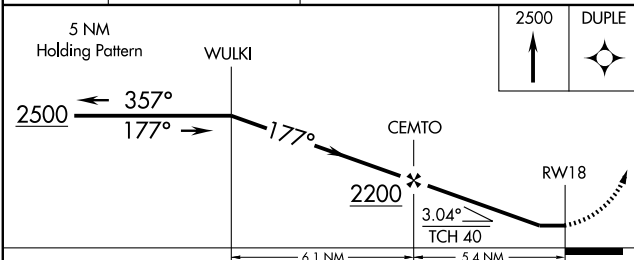
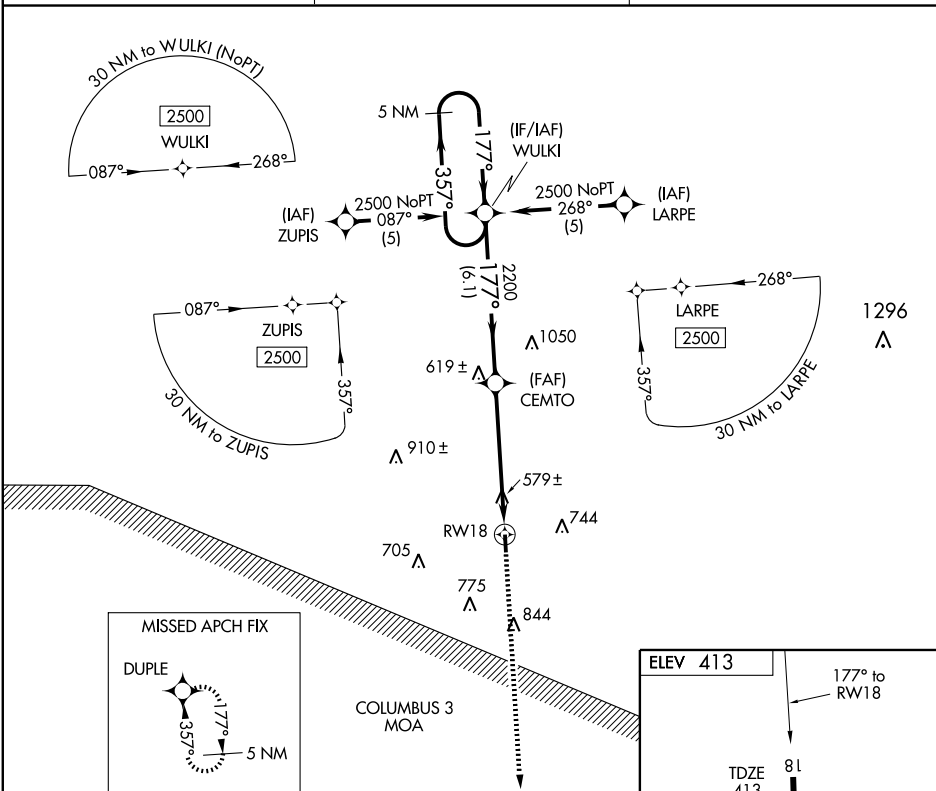
▼ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPE and hold.

TUPELO ASOS
133.525

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	900-1 487 (500-1)		900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1 527 (600-1)		940-1½ 527 (600-1½)	NA

MIRL Rwy 18-36 0

APP CRS **357°**
 Rwy Idg **3903**
 TDZE **413**
 Apt Elev **413**

RNAV (GPS) RWY 36

NEW ALBANY-UNION CO (M72)

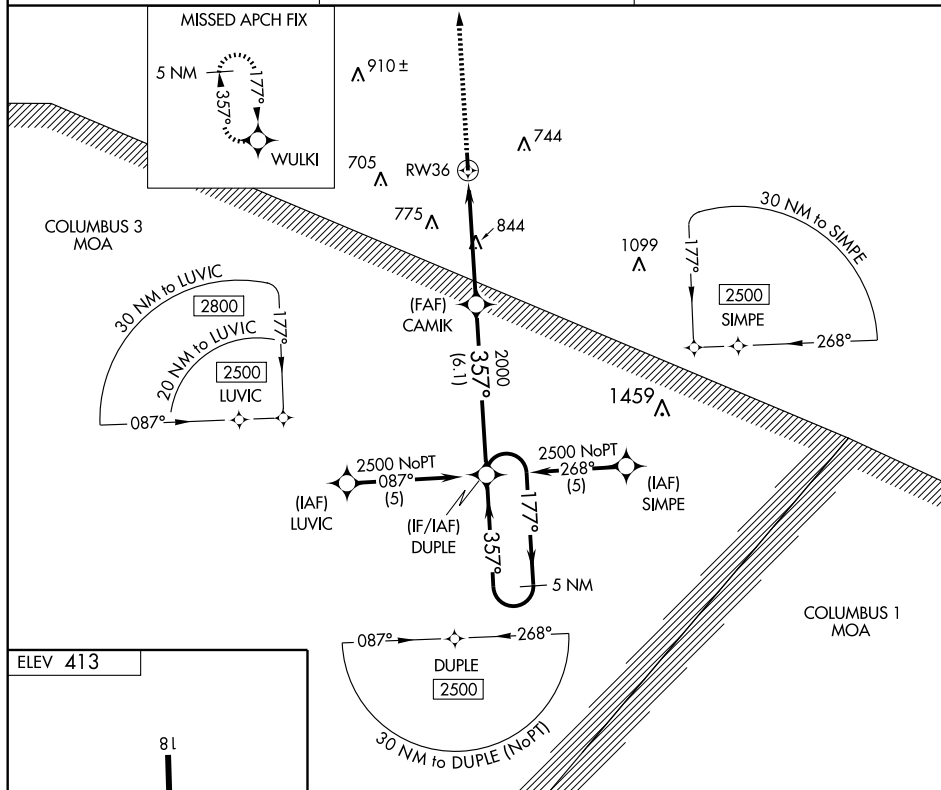
▼ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

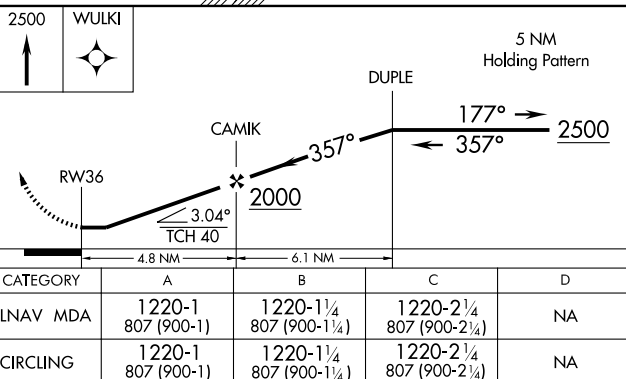
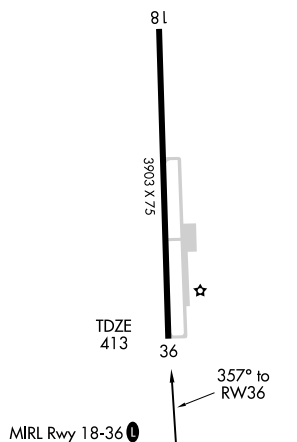
TUPELO ASOS
133.525

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) 0



ELEV 413



OKOLONA MUNI—RICHARD STOVALL FLD (5A4) 2 NE UTC-6(-5DT)

MEMPHIS

N34°00.95' W88°43.57'

L-18G

335 B NOTAM FILE GWO

IAP

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

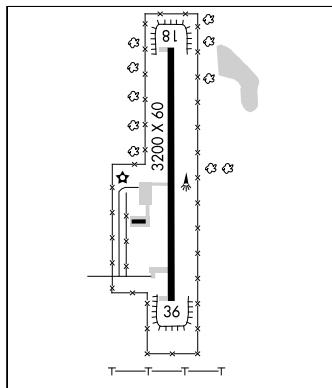
AIRPORT REMARKS: Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and in/of Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri,
1600-2300Z± Sun, clsd Sat and holidays, other times etc.

MEMPHIS CENTER APP/DEP CON 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43'
W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

H-6J, L-18G

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

IAP

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

AIRPORT REMARKS: Attended 1300-0200Z±. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acct only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7Ⓡ **MEMPHIS APP CON** 125.8 120.07Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)**TOWER** 125.275 (1300-0300Z±) **GND CON** 121.2 **CLNC DEL** 121.2**AIRSPACE:** CLASS D svc 1300-0300Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

H-6J, L-18G

RWY 09-27: H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

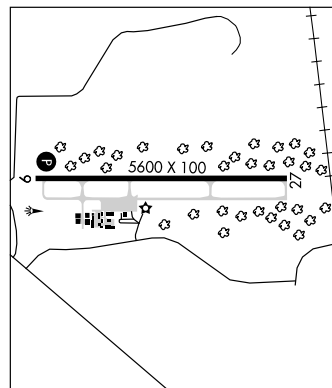
AIRPORT REMARKS: Attended 1300-0000Z±. For arpt attendant ngts call 662-234-2036. Deer in/of Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200). MIRL Rwy 09-27 opr dusk-0400Z±, after 0400Z±, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'
W89°29.79' 182° 23.2 NM to fld. 630/03E.

TUNNG NDB (LOM) 426 UV N34°23.11' W89°37.56' 089°
4.4 NM to fld.

ILS 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only)
Unmonitored 2300-1400Z±.



APP CRS	Rwy Idg	3200
179°	TDZE	335
	Apt Elev	335

RNAV (GPS) RWY 18

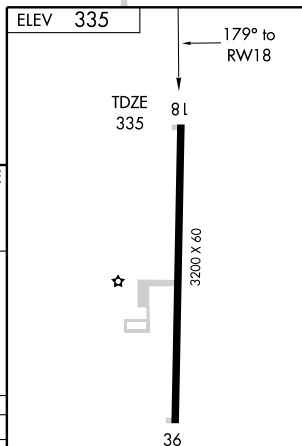
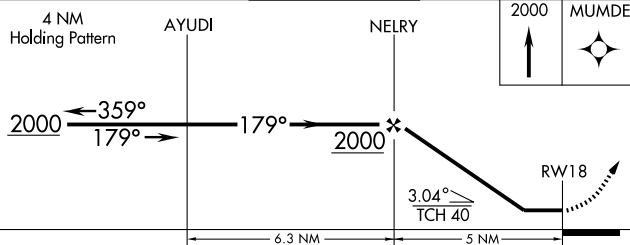
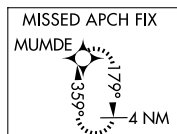
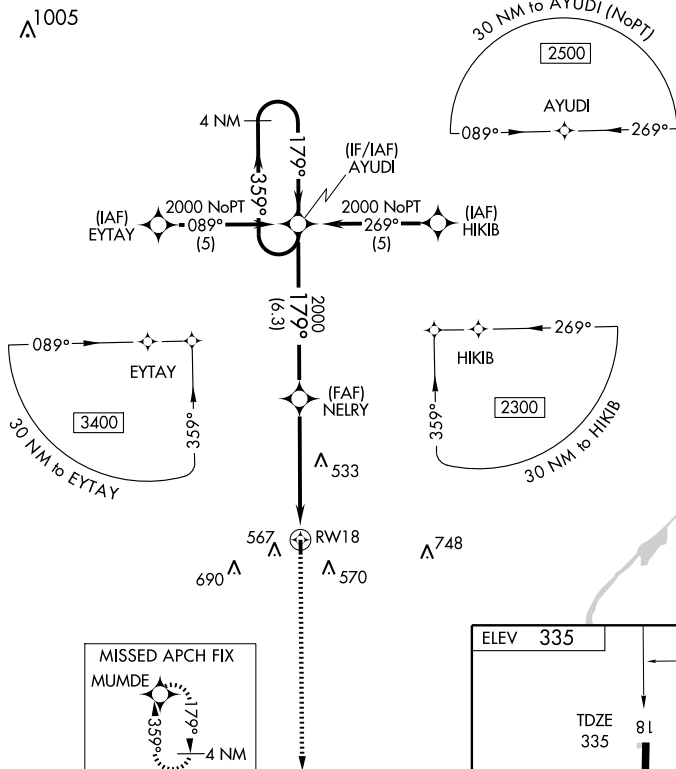
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

▽ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON ★
126.075 229.15

CTAF
122.9 0



CATEGORY	A	B	C	D
RNAV MDA	820-1	485 (500-1)	820-1¼ 485 (500-1¼)	NA
CIRCLING	920-1	585 (600-1)	920-1½ 585 (600-1½)	NA

MIRL Rwy 18-36 0

APP CRS
359°

Rwy Idg **3200**
TDZE **335**
Apt Elev **335**

RNAV (GPS) RWY 36

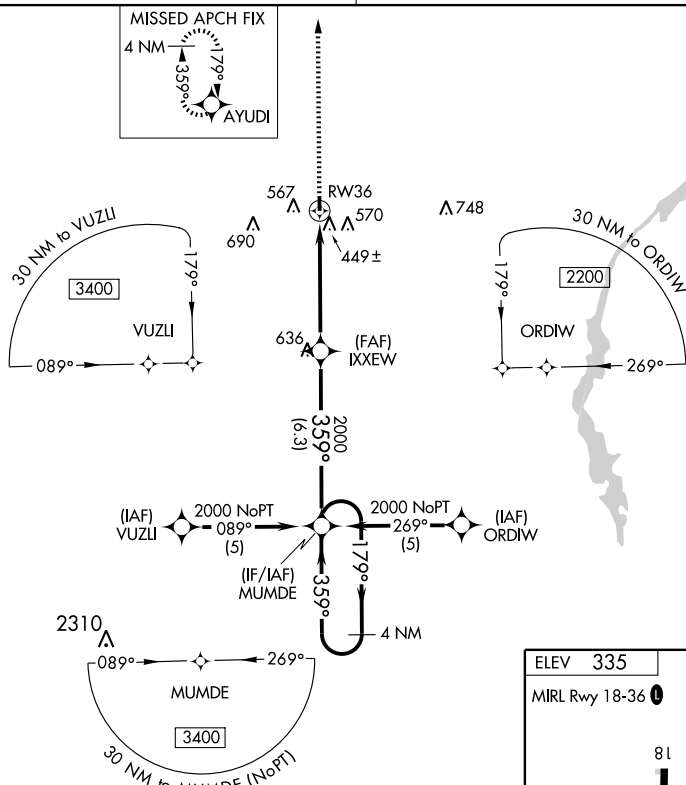
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000
direct AYUDI and hold.

COLUMBUS APP CON ★
126.075 229.15

CTAF
122.9 0



4 NM
Holding Pattern

2000 ← 179° → 359° → 2000

2000
↑
AYUDI

CATEGORY	A	B	C	D
RNAV MDA	860-1	525 (600-1)	860-1½ 525 (600-1½)	NA
CIRCLING	920-1	585 (600-1)	920-1½ 585 (600-1½)	NA

ELEV 335

MIRL Rwy 18-36 0

81

3200 X 60

★

TDZE
335

36

359° to
RWY 36

OKOLONA MUNI—RICHARD STOVALL FLD (5A4) 2 NE UTC-6(-5DT)

MEMPHIS

N34°00.95' W88°43.57'

L-18G

335 B NOTAM FILE GWO

IAP

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

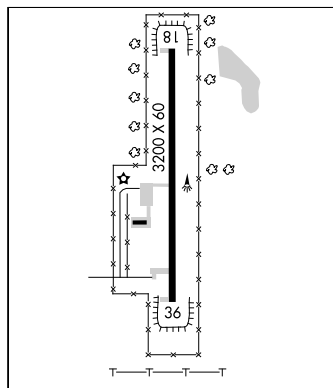
AIRPORT REMARKS: Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and in/of Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri,
1600-2300Z± Sun, clsd Sat and holidays, other times etc.

MEMPHIS CENTER APP/DEP CON 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43'
W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

H-6J, L-18G

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

IAP

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

AIRPORT REMARKS: Attended 1300-0200Z±. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acct only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7Ⓡ **MEMPHIS APP CON** 125.8 120.07Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)**TOWER** 125.275 (1300-0300Z±) **GND CON** 121.2 **CLNC DEL** 121.2**AIRSPACE:** CLASS D svc 1300-0300Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

H-6J, L-18G

RWY 09-27: H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

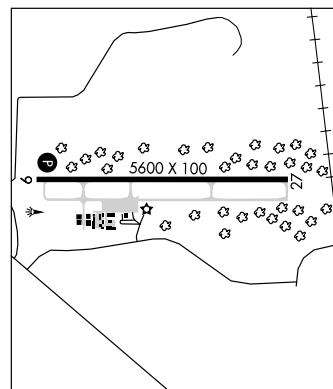
AIRPORT REMARKS: Attended 1300-0000Z±. For arpt attendant ngts call 662-234-2036. Deer in/of Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200). MIRL Rwy 09-27 opr dusk-0400Z±, after 0400Z±, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'
W89°29.79' 182° 23.2 NM to fld. 630/03E.

TUNNG NDB (LOM) 426 UV N34°23.11' W89°37.56' 089°
4.4 NM to fld.

ILS 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only)
Unmonitored 2300-1400Z±.



ILS or LOC RWY 18

OLIVE BRANCH (OLV)

LOC/DME I-OLV 109.3 Chan 30	APP CRS 179°	Rwy Idg TDZE Apt Elev	6000 402 402
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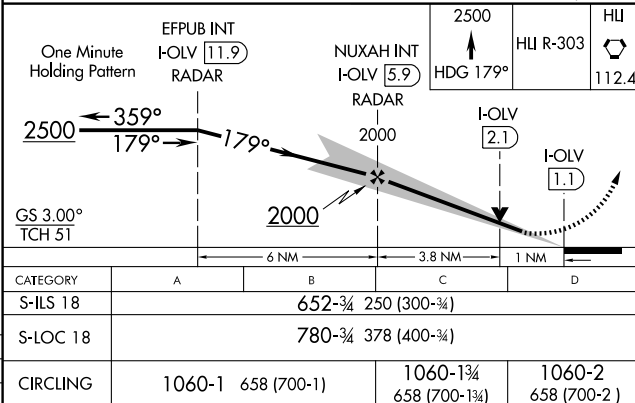
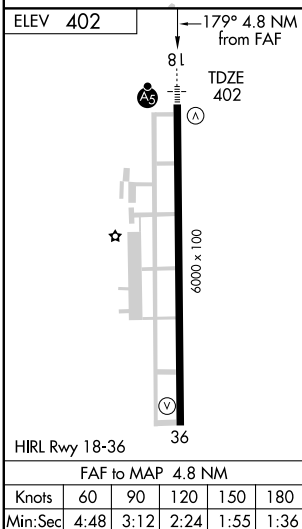
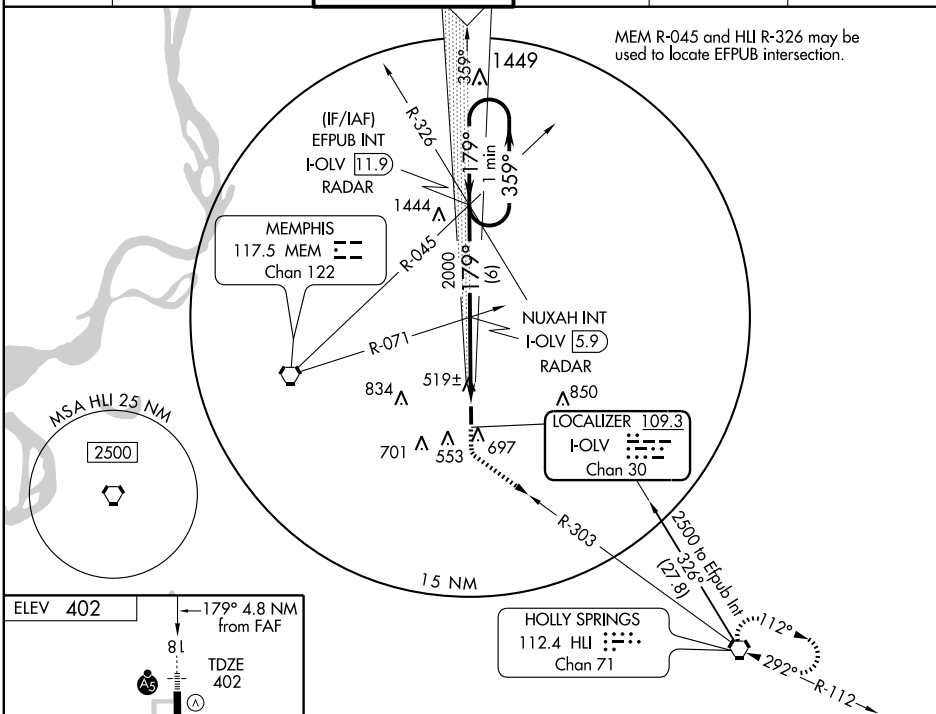
▼ When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting, for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH: Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

ATIS 119.925	MEMPHIS APP CON 121.0 125.8 338.3	OLIVE BRANCH TOWER 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.7
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WAAS CH 61199 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	6000 402 402
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RNAV (GPS) RWY 18

OLIVE BRANCH (OLV)

▼ If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting.
BARO-VNAV NA below -1.5°C (5°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 2800
direct DOCAP and hold.

ATIS
119.925

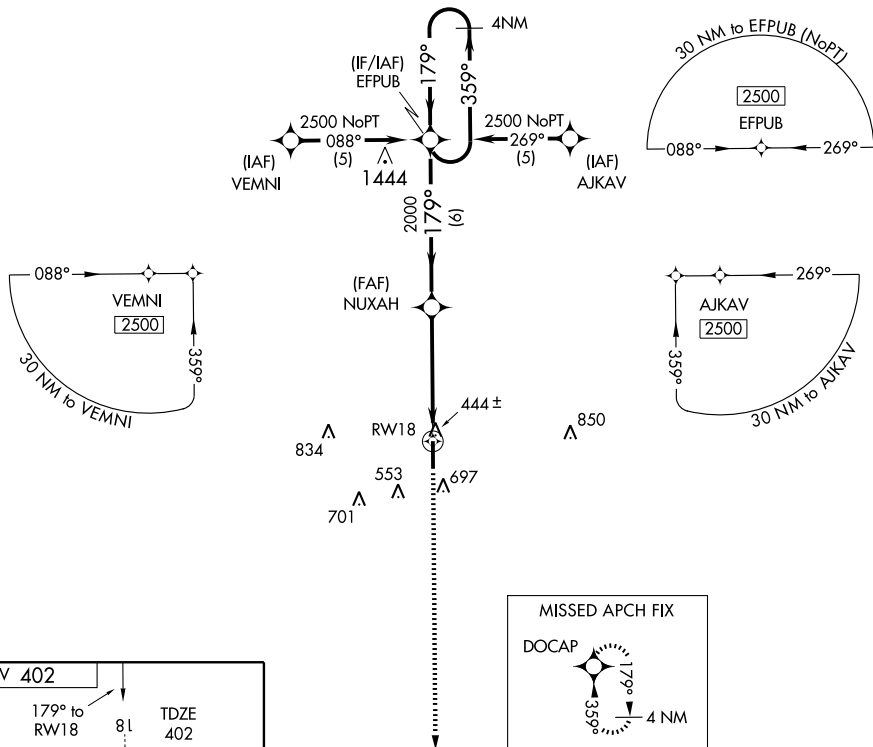
MEMPHIS APP CON
121.0 125.8 338.3

OLIVE BRANCH TOWER
125.275 (CTAF) 0

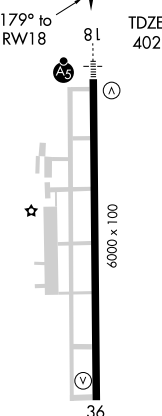
GND CON
121.2

CLNC DEL
121.2

UNICOM
122.7

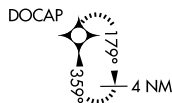


ELEV 402



HIRL Rwy 18-36

MISSED APCH FIX



4 NM Holding Pattern		EFPUB		*LNAV only		2800	DOCAP
2500		← 359°		179° →			
GS 3.00°				179°		*1.1 NM to RW18	
TCH 51				2000		RW18	
VGSI and RNAV glidepath not coincident.				6 NM		3.7 NM	
						1.1	
CATEGORY	A	B	C	D			
LPV DA	652-3/4 250 (300-3/4)						
LNAV/VNAV DA	702-1 300 (300-1)						
LNAV MDA	780-1 378 (400-1)						780-1 1/4 378 (400-1 1/4)
CIRCLING	1060-1 658 (700-1)		1060-1 3/4 658 (700-1 3/4)		1060-2 658 (700-2)		

APP CRS **359°**
 Rwy Idg **6000**
 TDZE **401**
 Apt Elev **402**

RNAV (GPS) RWY 36

OLIVE BRANCH (OLV)

▼ If local altimeter setting not received, use Memphis Int'l altimeter setting and increase all MDAs 40 feet.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. VDP NA with Memphis Int'l altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

ATIS
119.925

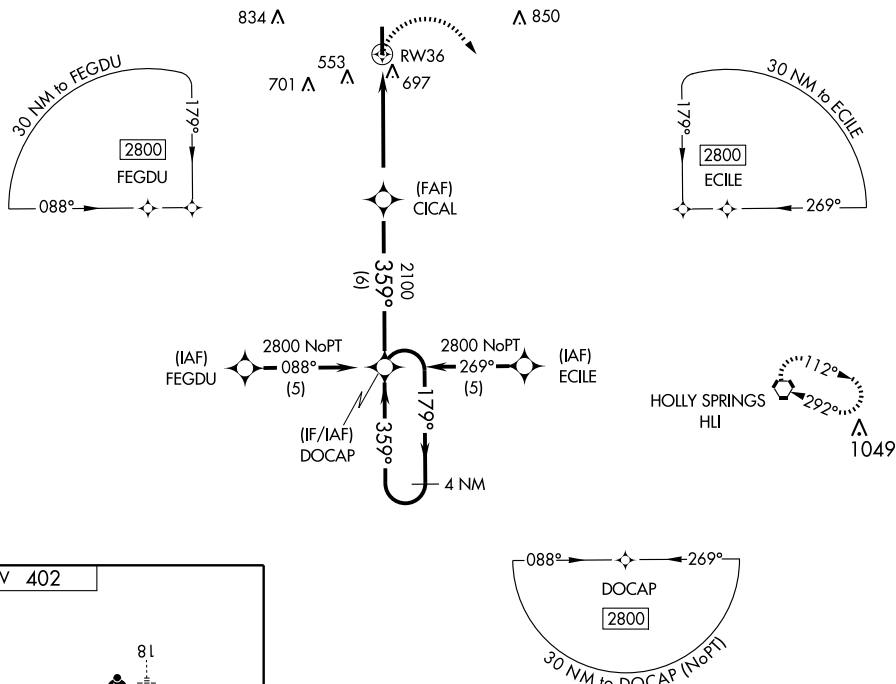
MEMPHIS APP CON
121.0 125.8 338.3

OLIVE BRANCH TOWER
125.275 (CTAF) 0

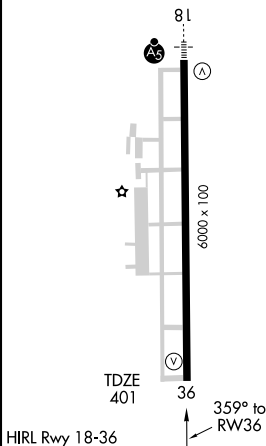
GND CON
121.2

CLNC DEL
121.2

UNICOM
122.7



ELEV **402**



HLR Rwy 18-36

CATEGORY	A		B		C		D	
	1000-1		599 (600-1)		1000-1½ 599 (600-1½)		1000-1¾ 599 (600-1¾)	
LNAP MDA	1060-1		658 (700-1)		1060-1¾ 658 (700-1¾)		1060-2 658 (700-2)	

OLIVE BRANCH, MISSISSIPPI

Orig 10210

34° 59' N-89° 47' W

OLIVE BRANCH (OLV)
RNAV (GPS) RWY 36

OKOLONA MUNI—RICHARD STOVALL FLD (5A4) 2 NE UTC-6(-5DT)

MEMPHIS

N34°00.95' W88°43.57'

L-18G

335 B NOTAM FILE GWO

IAP

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

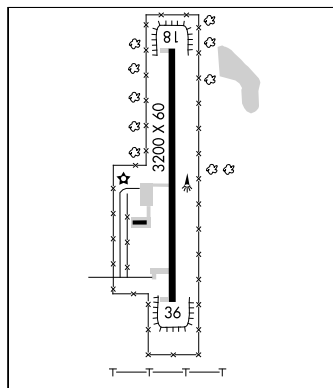
AIRPORT REMARKS: Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and inof Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays, other times etc.

MEMPHIS CENTER APP/DEP CON 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43' W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

H-6J, L-18G

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

IAP

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

AIRPORT REMARKS: Attended 1300-0200Z±. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acct only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7Ⓡ **MEMPHIS APP CON** 125.8 120.07Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)**TOWER** 125.275 (1300-0300Z±) **GND CON** 121.2 **CLNC DEL** 121.2**AIRSPACE:** CLASS D svc 1300-0300Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

H-6J, L-18G

RWY 09-27: H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

AIRPORT REMARKS: Attended 1300-0000Z±. For arpt attendant ngts call 662-234-2036. Deer inof Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200). MIRL Rwy 09-27 opr dusk-0400Z±, after 0400Z±, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 182° 23.2 NM to fld. 630/03E.

TUNNG NDB (LOM) 426 UV N34°23.11' W89°37.56' 089° 4.4 NM to fld.

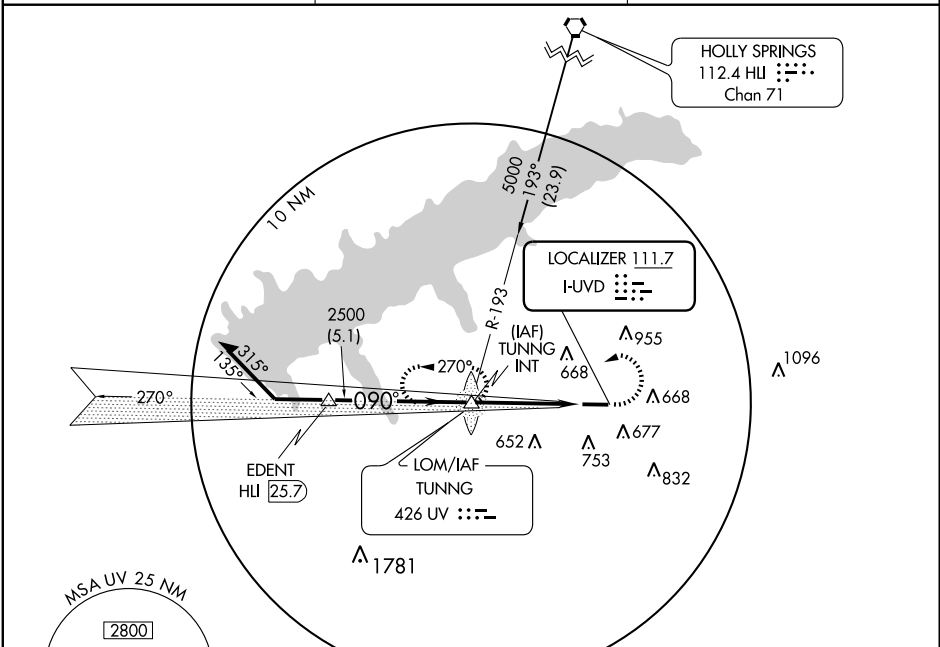
ILS 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only) Unmonitored 2300-1400Z±.



LOC I-UVD 111.7	APP CRS 090°	Rwy Idg TDZE Apt Elev	5600 418 452
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<p>▼</p> <p>▲ NA</p> <p>Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.</p>
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<p>AWOS-3</p> <p>132.725</p>	<p>MEMPHIS CENTER</p> <p>128.5 381.4</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>
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<p>ADF REQUIRED</p>				
<p>ELEV 452</p>				
<p>090° 4 NM from FAF</p>				
<p>0.7% UP 5600 X 100 538 ±</p>				
<p>TDZE 418 457</p>				
<p>MRL Rwy 9-27 0</p>				
<p>REIL Rwy 27</p>				
<p>FAF to MAP 4 NM</p>				
<p>Knots 60 90 120 150 180</p>				
<p>Min:Sec 4:00 2:40 2:00 1:36 1:20</p>				
CATEGORY	A	B	C	D
S-9	840-1	422 (400-1)	840-1 1/4	422 (400-1 1/4)
CIRCLING	980-1	528 (600-1)	1060-1 3/4	1060-2
			608 (700-1 3/4)	608 (700-2)

WAAS CH 77800 W09A	APP CRS 090°	Rwy Idg 5600 TDZE 418 Apt Elev 452
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RNAV (GPS) RWY 9

OXFORD/ UNIVERSITY-OXFORD (UOX)

▼ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.

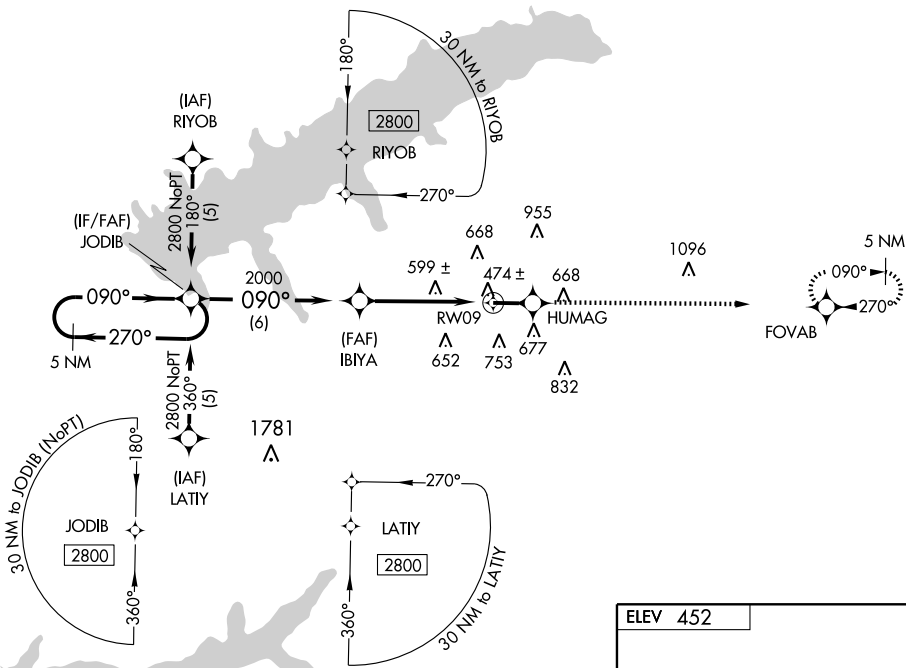
▲ NA

MISSED APPROACH: Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

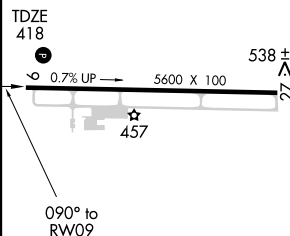
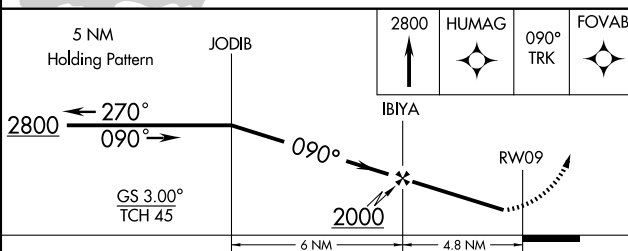
AWOS-3
132.725

MEMPHIS CENTER
128.5 381.4

UNICOM
123.0 (CTAF) 0



ELEV 452



CATEGORY	A	B	C	D
LPV DA	668-1	250 (300-1)		
LNAV/VNAV DA	876-1¾	458 (500-1¾)		
LNAV MDA	920-1	502 (500-1)	920-1½	502 (500-1½)
CIRCLING	980-1	528 (600-1)	1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

APP CRS
270°

Rwy Ldg **5600**
TDZE **452**
Apt Elev **452**

RNAV (GPS) RWY 27

OXFORD/ UNIVERSITY-OXFORD (UOX)

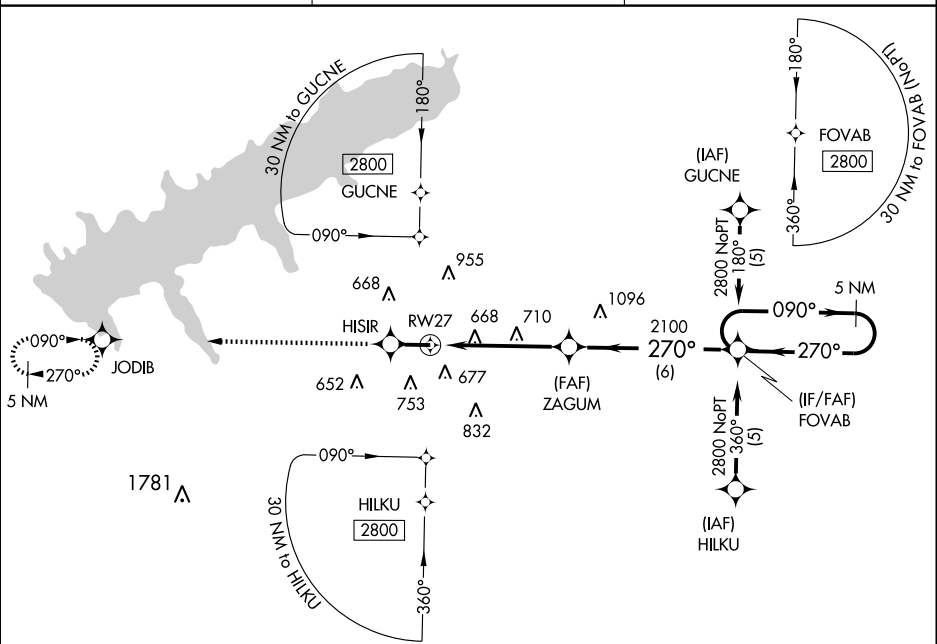
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

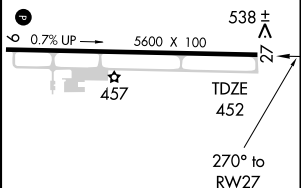
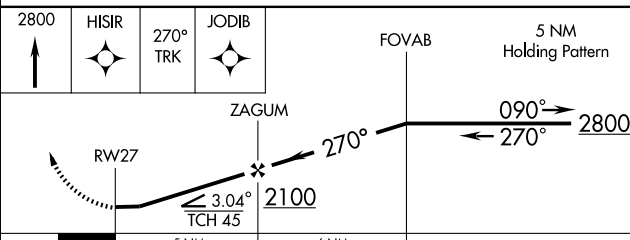
AWOS-3
132.725

MEMPHIS CENTER
128.5 381.4

UNICOM
123.0 (CTAF)



ELEV 452



CATEGORY	A	B	C	D
LNVA MDA	960-1 508 (600-1)	960-1½ 508 (600-1½)		
CIRCLING	980-1 528 (600-1)	1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)	

VORTAC HLI 112.4 Chan 71	APP CRS 182°	Rwy Idg TDZE Apt Elev	N/A N/A 452
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VOR/DME or GPS-A

OXFORD/ UNIVERSITY-OXFORD (UOX)

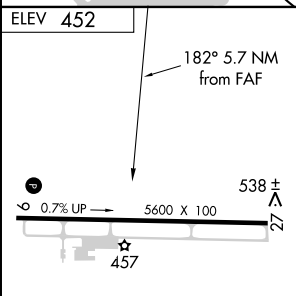
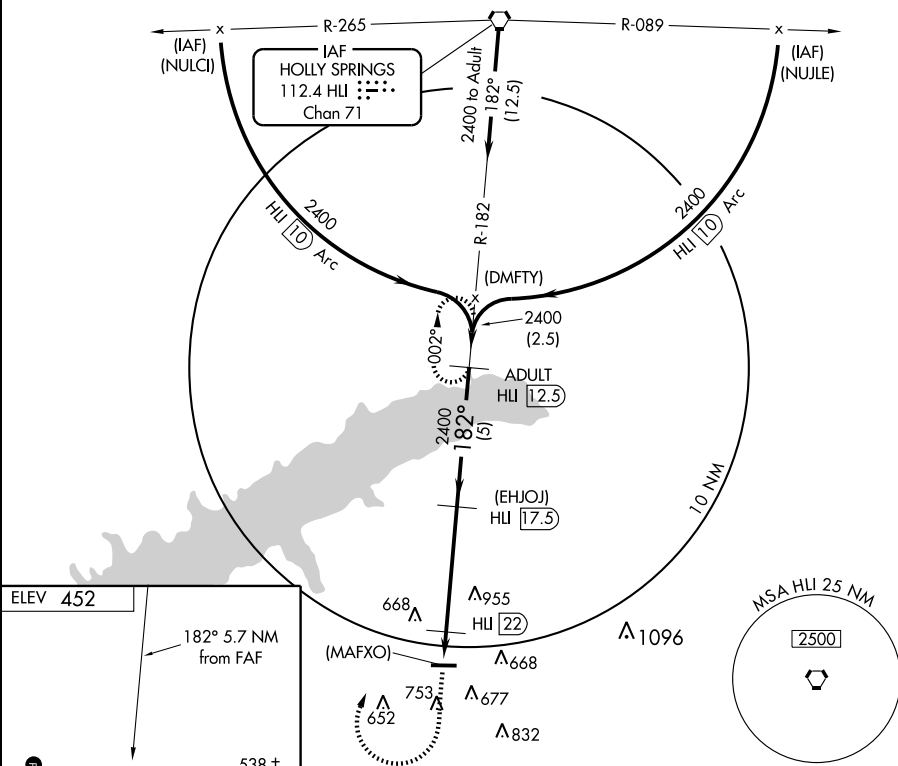
▼
▲ NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.

AWOS-3
132.725

MEMPHIS CENTER
128.5 381.4

UNICOM
123.0 (CTAF)



1800	2400	ADULT HLI 12.5	(EHJOJ) HLI 17.5	Procedure Turn NA	ADULT HLI 12.5
HLI R-182	HLI 22	(MAFXO) HLI 23.2	182°	2400	182°
1340	4.5 NM	5 NM			
CATEGORY	A	B	C	D	
CIRCLING	1240-1 788 (800-1)	1240-1¼ 788 (800-1¼)	1240-2¼ 788 (800-2¼)	1240-2½ 788 (800-2½)	

MIRL Rwy 9-27
REIL Rwy 27

PANOLA CO (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

AIRPORT REMARKS: Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

AIRSPACE: CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

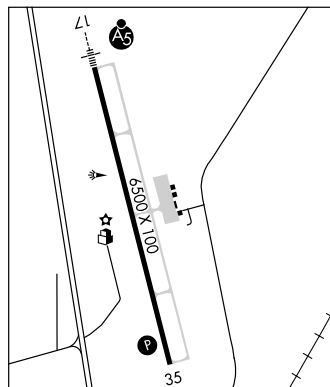
SEMMES (H) VORTACW 115.3 SJL Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3

NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.

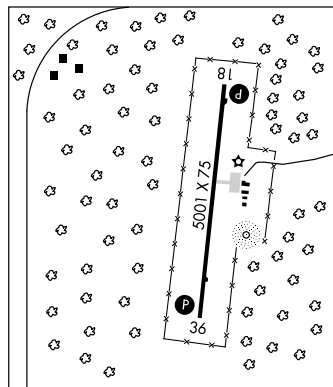
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM

FILE GWO. NDB unusable byd 15 NM.

**PICAYUNE MUNI** (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MIRL OTS indef. All twy lgts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

NEW ORLEANS

H-7E, 8F, L-21B, 22G

IAP

WAAS CH 58204 W17A	APP CRS 165°	Rwy Idg 6500 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 17
PASCAGOULA/TRENT LOTT INTL (PQL)

T BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated
A BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL
altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all
MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

MALSR
A5

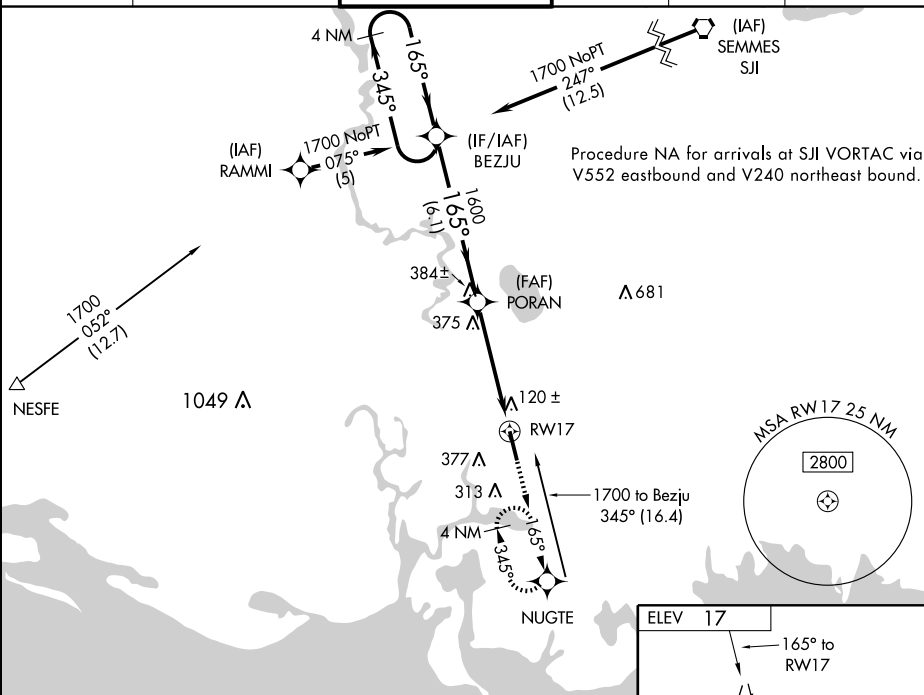
MISSED APPROACH:
Climb to 1700 direct
NUGTE and hold.

ATIS
135.175

MOBILE APP CON★
121.0 307.1

TRENT LOTT TOWER ★
118.575 (CTAF) L

GND CON
121.725

CLNC DEL
121.725UNICOM
122.8

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

4 NM Holding Pattern

BEZJ04

PORAN

RW17

1700

345°

165°

1600

1.8 NM to RW17

VGSJ and RNAV glidepath not coincident.

*LNAV only

NUGTE

1.700

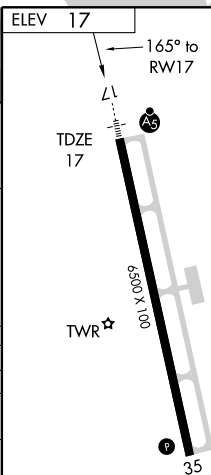
1.600

6.1 NM

3 NM

1.8 NM

CATEGORY	A	B	C	D
LPV DA		217-½	200 (200-½)	
LNAV/VNAV DA		436-1	419 (500-1)	
LNAV MDA	640-½	623 (700-½)	640-1¼ 623 (700-1¼)	640-1½ 623 (700-1½)
CIRCLING	640-1 623 (700-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)



PASCAGOULA, MISSISSIPPI
Orig 10042

PASCAGOULA/TRENT LOTT INTL (PQL)
RNAV (GPS) RWY 17

30° 28' N-88° 32' W

WAAS CH 72904 W35A	APP CRS 345°	Rwy Idg TDZE 17 Apt Elev 17	6500
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RNAV (GPS) RWY 35

PASCAGOULA/TRENT LOTT INTL (PQL)

- ▼ BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.
- ▲

MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

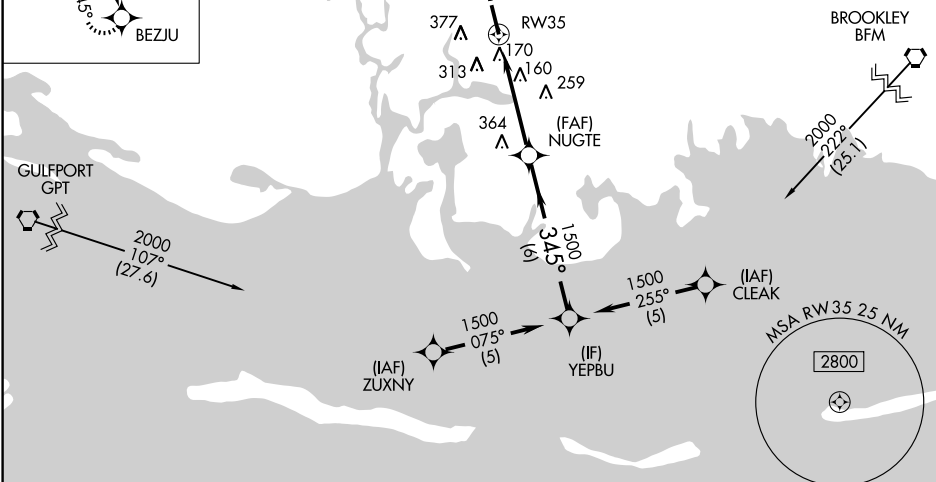
ATIS 135.175	MOBILE APP CON* 121.0 307.1	TRENT LOTT TOWER* 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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MISSED APCH FIX

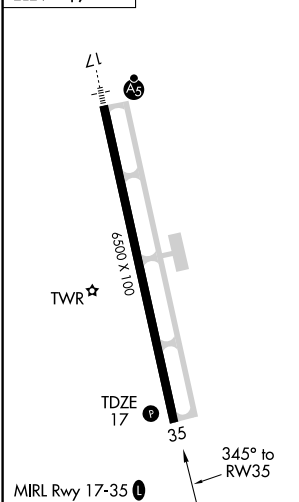


▲ 1049

Procedure NA for arrivals at GPT VORTAC via V20 southwest bound, and arrivals at BFM VORTAC via V198 northeast bound.



ELEV 17



1700	BEZJU				
↑	✧				
*LNAV only	*1.3 NM to RW35				
RW35	NUGTE	345°	1500	345°	1500
1.3	3.2 NM	6 NM			
CATEGORY	A	B	C	D	
LPV DA	323-1 306 (400-1)				
LNAV/VNAV DA	598-2 581 (600-2)				
LNAV MDA	480-1	463 (500-1)	480-1½ 463 (500-1½)	480-1½ 463 (500-1½)	
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)	

PASCAGOULA, MISSISSIPPI

Orig 10042

PASCAGOULA/TRENT LOTT INTL (PQL)

30°28'N-88°32'W

RNAV (GPS) RWY 35

VORTAC SJI 115.3 Chan 100	APP CRS 204°	Rwy Idg TDZE Apt Elev	N/A N/A 17
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VOR-A

PASCAGOULA/TRENT LOTT INTL (PQL)

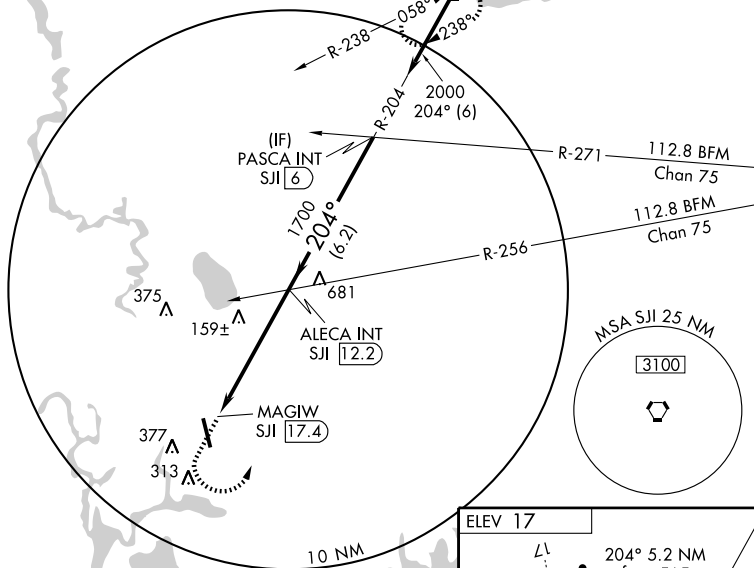
▼ If local altimeter setting not received, use Mobile Rgnl, AL
▲ altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing
left turn to 2000 direct SJI VORTAC and hold.

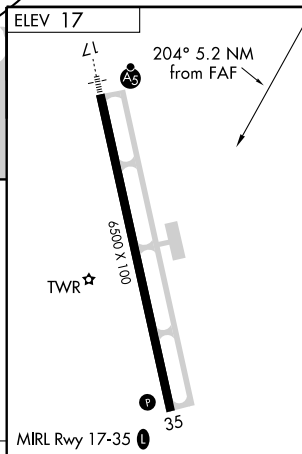
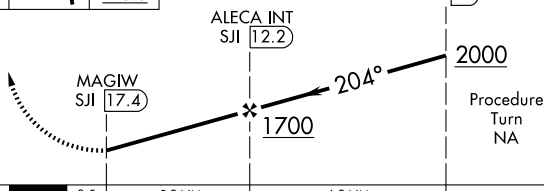
ATIS 135.175	MOBILE APP CON ★ 121.0 307.1	TRENT LOTT TOWER ★ 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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Procedure NA for arrival on SJI VORTAC
airway radials 219 CW 257.

IAF
SEMME
115.3 SJI
Chan **100**



1000 ↑	2000 ↘	SJI 115.3
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CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	700-1	683 (700-1)	700-2 683 (700-2)	700-2 1/4 683 (700-2 1/4)	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

PANOLA CO (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

AIRPORT REMARKS: Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

AIRSPACE: CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

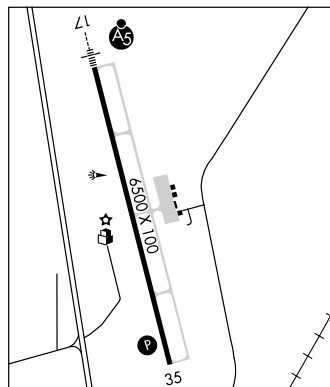
SEMMES (H) VORTACW 115.3 SJL Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3

NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.

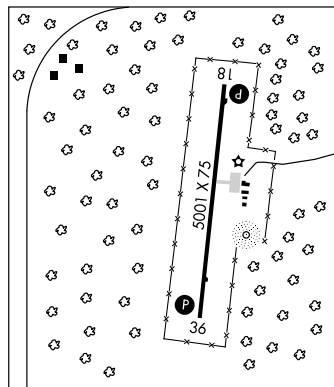
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM

FILE GWO. NDB unusable byd 15 NM.

**PICAYUNE MUNI** (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MRL OTS indef. All twy lgts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

NEW ORLEANS

H-7E, 8F, L-21B, 22G

IAP

NDB MPE 219	APP CRS 180°	Rwy Idg TDZE Apt Elev	5001 454 458
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NDB RWY 18

PHILADELPHIA MUNI (MPE)

▼ When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility $\frac{1}{4}$ mile, Cat C visibility $\frac{1}{2}$ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

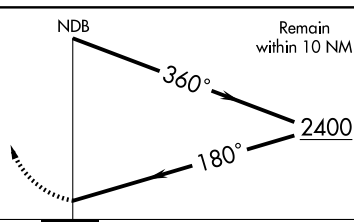
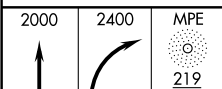
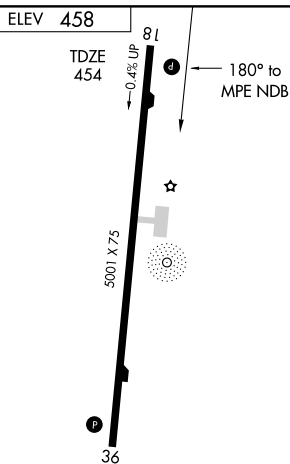
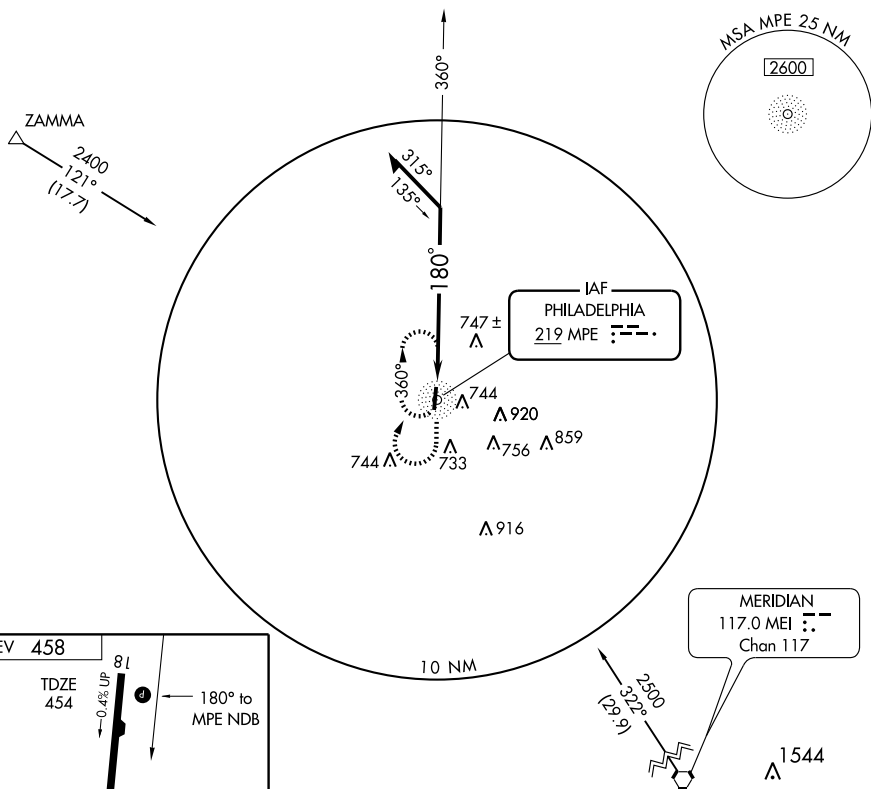
▲ NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

ASOS
118.725

MEMPHIS CENTER
132.75 263.0

UNICOM
123.0 (CTAF) **1**



CATEGORY	A	B	C	D
S-18	1100-1 646 (700-1)		1100-1 $\frac{3}{4}$ 646 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1100-1 642 (700-1)		1100-1 $\frac{3}{4}$ 642 (700-1 $\frac{3}{4}$)	NA

MRL Rwy 18-36 **1**

NDB MPE 219	APP CRS 015°	Rwy Idg TDZE Apt Elev	5001 458 458
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NDB RWY 36

PHILADELPHIA MUNI (MPE)

▼ When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile.
▲ NA Visibility reduction by helicopters NA. When VGS1 inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

ASOS
118.725

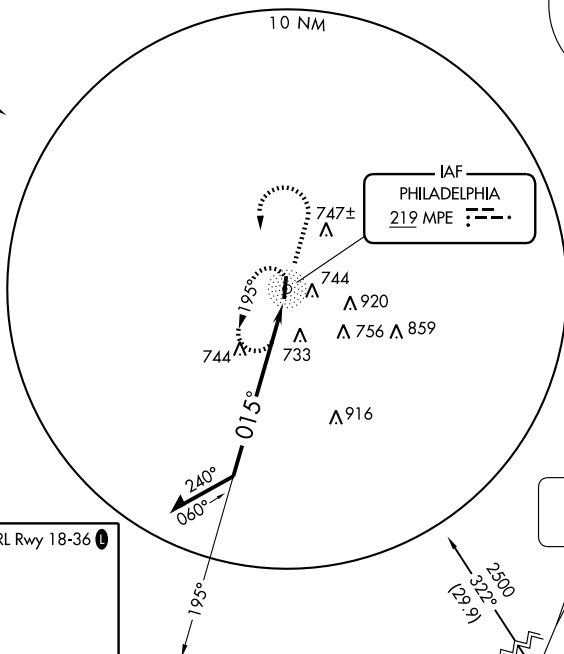
MEMPHIS CENTER
132.75 263.0

UNICOM
123.0 (CTAF) 0

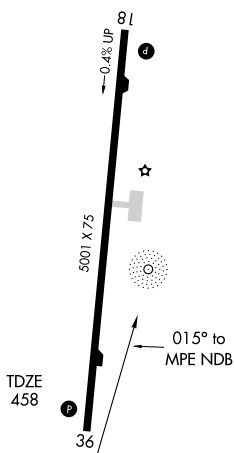
ZAMMA
2400
121°
(17.7)

MSA MPE 25 NM

2600



ELEV 458 MRL Rwy 18-36



Remain
within 10 NM

NDB

2400

015°

2000

2400

MPE

219

CATEGORY	A	B	C	D
S-36	1140-1 682 (700-1)		1140-2 682 (700-2)	NA
CIRCLING	1140-1 682 (700-1)		1140-2 682 (700-2)	NA

WAAS CH 78115 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	5001 454 458
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RNAV (GPS) RWY 18

PHILADELPHIA MUNI (MPE)

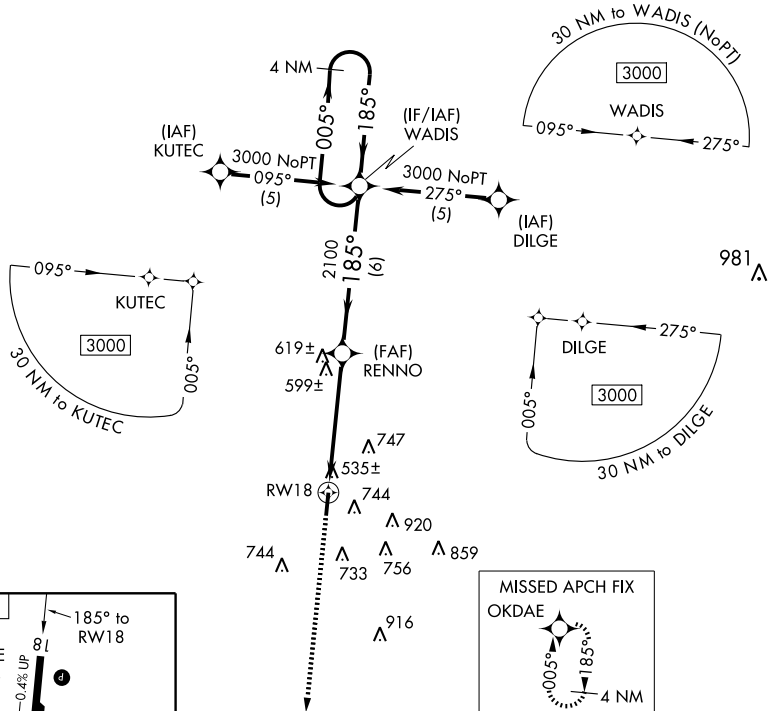
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH:
Climb to 3000 direct OKDAE and hold.

ASOS
118.725

MEMPHIS CENTER
132.75 263.0

UNICOM
123.0 (CTAF) 0



ELEV 458

TDZE
454

81
0.4% Up

5001 x 75

36

MIRL Rwy 18-36 0

3000	OKDAE	RENNO	WADIS	4 NM Holding Pattern
*LNAV only.	*1.5 NM to RW18	2100	185°	005°
1.5	3.5	6		
CATEGORY	A	B	C	D
LPV DA	774-1¼		320 (400-1¼)	
LNAV/VNAV DA	850-1½		396 (400-1½)	
LNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	
			1060-2 602 (700-2)	

PHILADELPHIA, MISSISSIPPI

Amdt 1 22OCT09

32° 48' N-89° 08' W

PHILADELPHIA MUNI (MPE)
RNAV (GPS) RWY 18

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 48915 W36A	APP CRS 005°	Rwy Idg 5001 TDZE 458 Apt Elev 458
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RNAV (GPS) RWY 36

PHILADELPHIA MUNI (MPE)



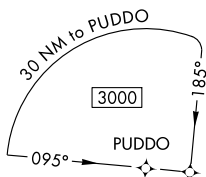
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
WADIS and hold.

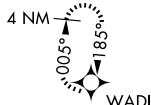
ASOS
118.725

MEMPHIS CENTER
132.75 263.0

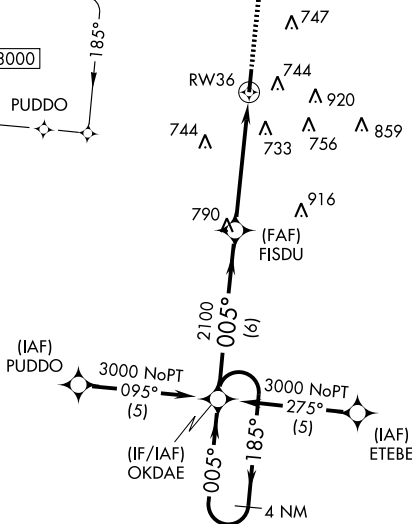
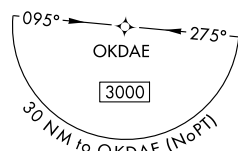
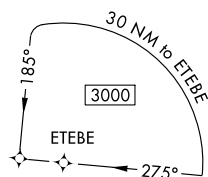
UNICOM
123.0 (CTAF) 0



MISSED APCH FIX



981



ELEV 458

MIRL Rwy 18-36

81

0.4% UP

5001 X 75

TDZE

458

36

005° to RWY 36

4 NM Holding Pattern OKDAE

3000 ← 185° 005° →

GS 3.00°
TCH 42

FISDU

*1.7 NM to RWY 36

*LNAV only.

RWY 36

2100

6 NM

3.3 NM

1.7

CATEGORY	A	B	C	D
LPV DA	838-1¼		380 (400-1¼)	
LNAV/VNAV DA	1107-2¼		649 (700-2¼)	
LNAV MDA	1040-1	582 (600-1)	1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)
CIRCLING	1060-1	602 (700-1)	1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

PANOLA CO (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

AIRPORT REMARKS: Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

AIRSPACE: CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

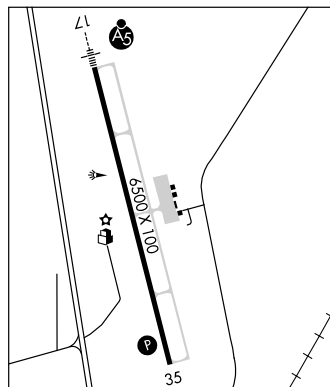
SEMMES (H) VORTACW 115.3 SJL Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3

NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.

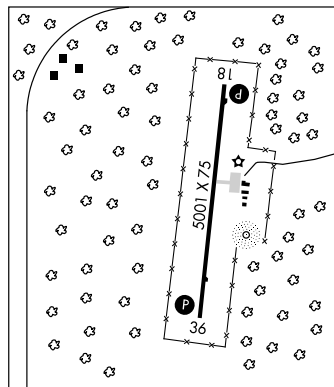
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM

FILE GWO. NDB unusable byd 15 NM.

**MEMPHIS**

H-7E, 8F, L-18G

IAP

PICAYUNE MUNI (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MIRL OTS indef. All twy lgts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

NEW ORLEANS

H-7E, 8F, L-21B, 22G

IAP

WAAS CH 99310 W18A	APP CRS 179°	Rwy Idg 5000 TDZE 55 Apt Elev 55
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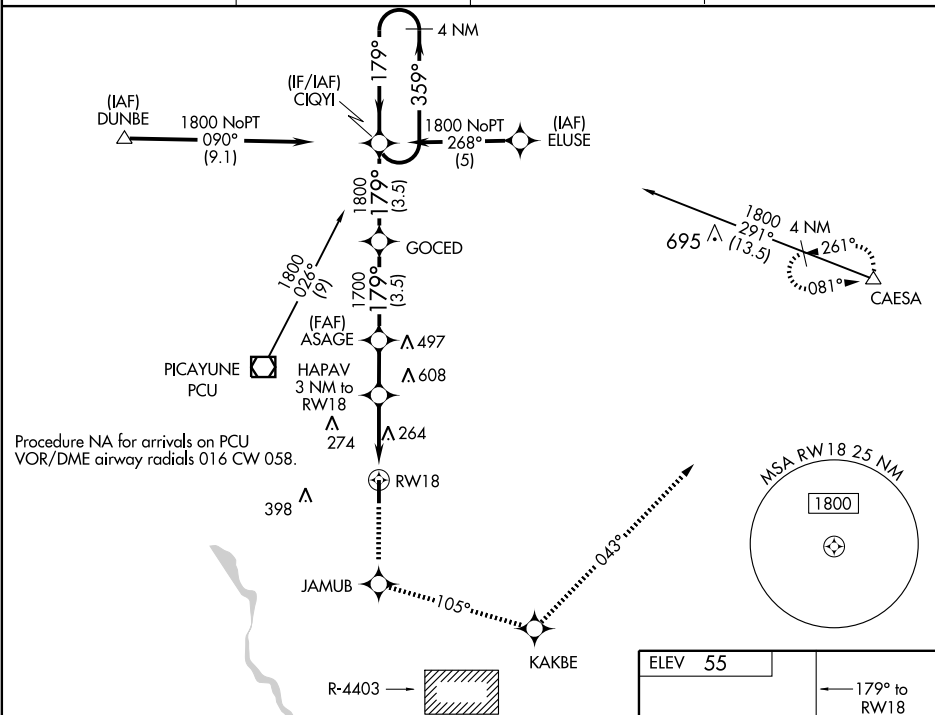
RNAV (GPS) RWY 18

PICAYUNE MUNI (MJD)

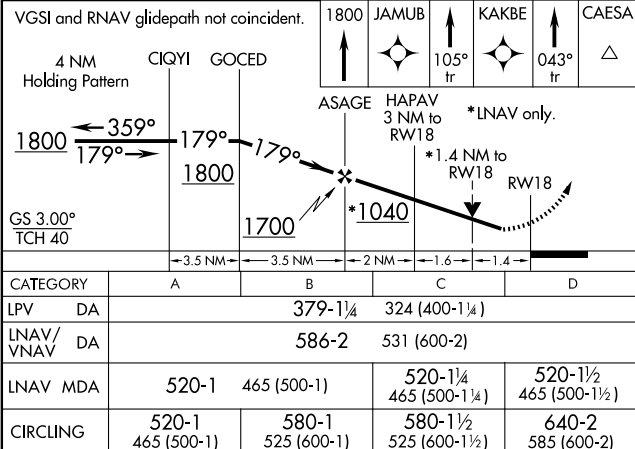
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV CAT C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

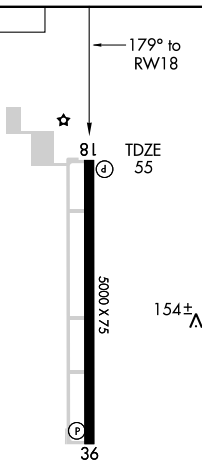
AWOS-3 119.075	STENNIS INTL AWOS-3 118.375	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident.



ELEV 55

MIRL Rwy 18-36 **L**

RNAV (GPS) RWY 36

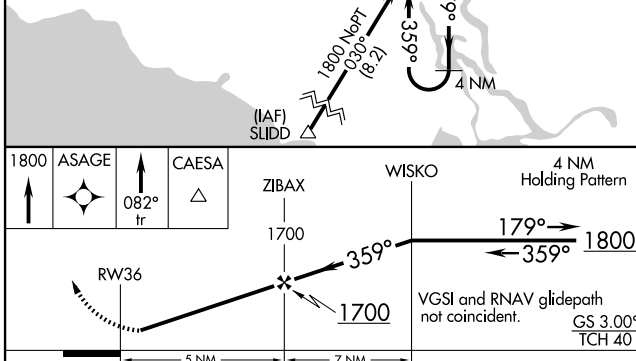
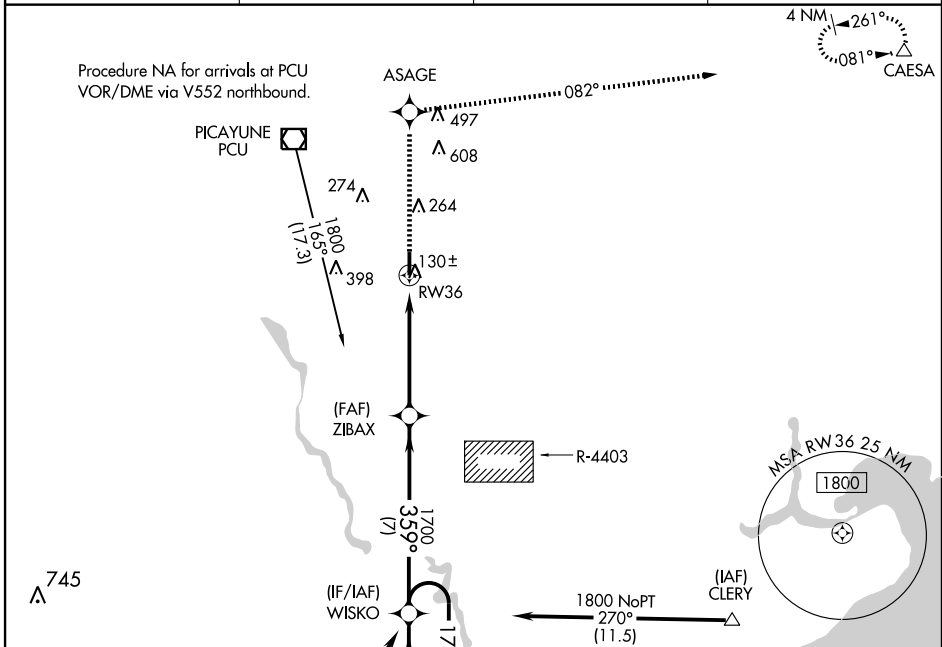
PICAYUNE MUNI (MJJ)

WAAS CH 42909 W36A	APP CRS 359°	Rwy Idg TDZE 54 Apt Elev 55	5000
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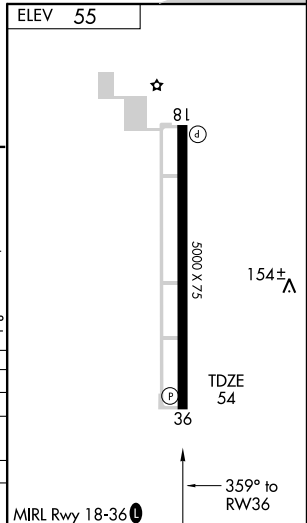
⚠ Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat D ½ mile.

MISSED APPROACH:
Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

AWOS-3 119.075	STENNIS INTL AWOS-3 118.375	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		304-1	250 (300-1)	
LNAV/ VNAV DA		400-1¼	346 (400-1¼)	
LNAV MDA		380-1	326 (400-1)	
CIRCLING	460-1 405 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)



VOR/DME PCU 112.2 Chan 59	APP CRS 132°	Rwy Idg 5000 TDZE N/A Apt Elev 55
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VOR-A
PICAYUNE MUNI (MJD)

T
A NA When local altimeter setting not received, use Stennis Intl altimeter setting and increase all MDA 40 feet.

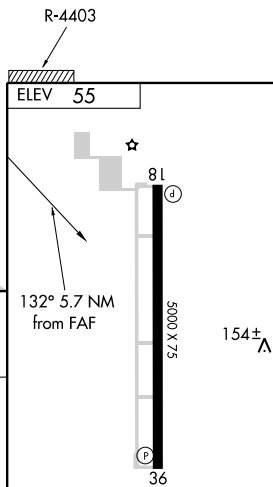
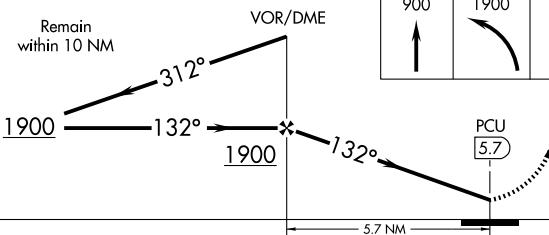
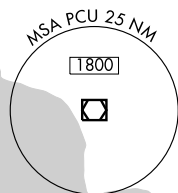
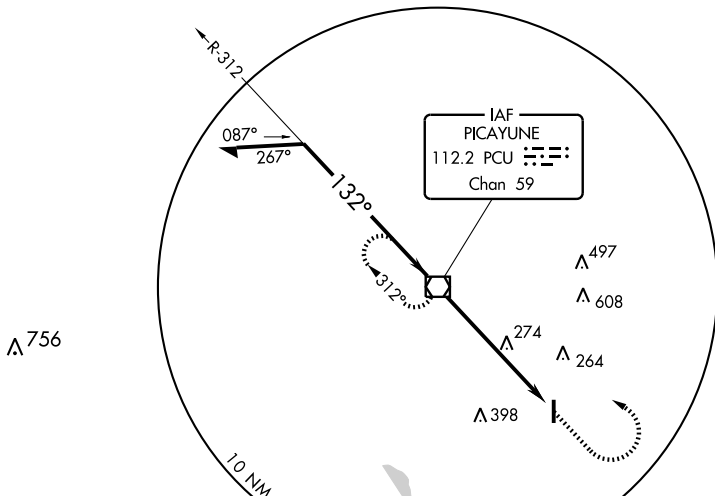
MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3
119.075

STENNIS INTL AWOS-3
118.375

GULFPORT APP CON
124.6 354.1

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
CIRCLING	540-1 485 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-½)	620-2 565 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

PICAYUNE, MISSISSIPPI

30°29'N-89°39'W

PICAYUNE MUNI (M.T.D)

Orig-A 01JUL10

VOR-A

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

PITTSBORO

CALHOUN CO (Ø4M) 1 SW UTC-6(-5DT) N33°55.81' W89°20.60'

MEMPHIS

387 B FUEL 100LL NOTAM FILE GWO

L-18G

RWY 15-33: H3200X60 (ASPH) S-15 MIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended dalgt hours Mon-Sat, Apr-Oct. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 291° 48.4 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z, Sun 1600-2300Z. No NOTAM MP Mon-Fri 0300-1030Z,

Sun 1300-1500Z.

PONTOTOC CO (22M) 2 NW UTC-6(-5DT) N34°16.56' W89°02.30'

MEMPHIS

440 S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 11-29: H3000X50 (ASPH) S-16 MIRL

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Attended Mon-Fri dalgt hours. For attendant after hours and emerg svc call 662-489-8187/3950.

COMMUNICATIONS: CTAF/UNICOM 122.8 (unicom out of svc indefinitely)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 139° 37.3 NM to fld. 630/03E.

POPLARVILLE-PEARL RIVER CO (M13) 3 SE UTC-6(-5DT) N30°47.16' W89°30.27'

NEW ORLEANS

320 B FUEL 100LL NOTAM FILE GWO

L-21B, 22G

RWY 16-34: H4000X100 (ASPH) S-25.2 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'. Trees. RWY 34: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Unattended. Fuel 24 hr self-serve with credit card. Ultralight activity on and in vicinity of arpt. Rwy 34 terrain drops off abruptly 200' from thld. Rotating bcn OTS indef. MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34 operate dusk-0300Z, after 0300Z ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

PICAYUNE (L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 036° 17.8 NM to fld. 70/05E.

PRENTISS-JEFFERSON DAVIS CO (M43) 2 W UTC-6(-5DT) N31°35.72' W89°54.39'

NEW ORLEANS

455 B FUEL 100LL NOTAM FILE GWO

L-22F

RWY 12-30: H3197X60 (ASPH) S-20 MIRL

IAP

RWY 12: PAPI(P2L). Trees. RWY 30: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. For emergency call police department 601-792-5198. Ultralight activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 12-30—CTAF.

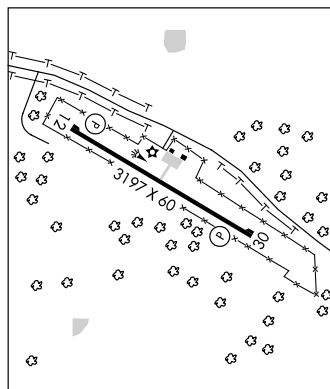
COMMUNICATIONS: CTAF/UNICOM 122.8

HOUSTON CENTER APP/DEP CON 126.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 043° 25.1 NM to fld. 440/03E. HIWAS



WAAS CH 90408 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev 3197 455 455
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RNAV (GPS) RWY 12

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

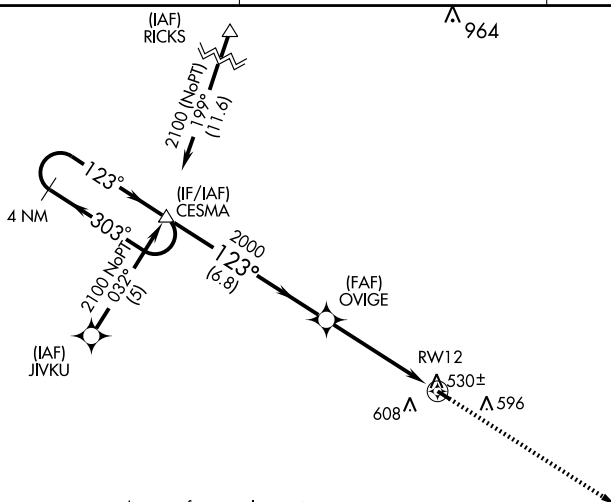
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ NA Use Hattiesburg-Laurel Rgnl altimeter setting; when not received,
 use McComb altimeter setting.

MISSED APPROACH: Climb to 2000 direct DADCA
 and hold.

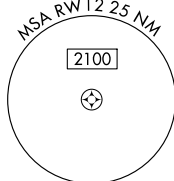
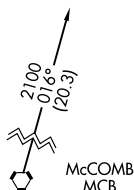
HATTIESBURG-LAUREL REGIONAL AWOS-3
128.325

HOUSTON CENTER
126.8 327.8

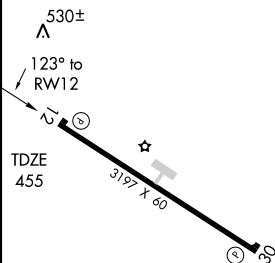
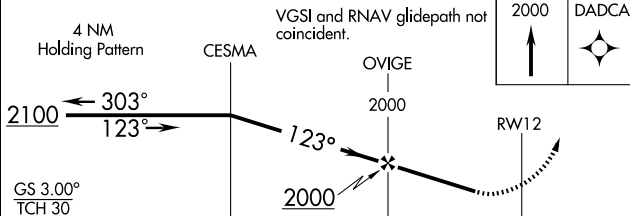
UNICOM
122.8 (CTAF) 0



Procedure NA for arrival on MCB Vortac
 airway radials 345 CW 052.



ELEV 455



CATEGORY	A	B	C	D
LPV DA	824-1¼ 369 (400-1¼)			NA
LNVA MDA	880-1	425 (500-1)	880-1¼ 425 (500-1¼)	NA
CIRCLING	1020-1	565 (600-1)	1020-1½ 565 (600-1½)	NA

MIRL Rwy 12-30 0

WAAS CH 61208 W30A	APP CRS 303°	Rwy Idg 3197 TDZE 455 Apt Elev 455
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RNAV (GPS) RWY 30

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

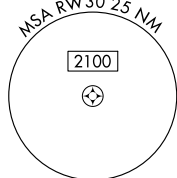
▼ Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct CESMA and hold.

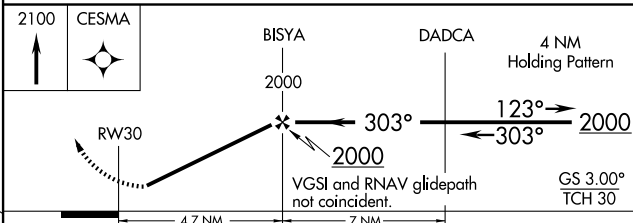
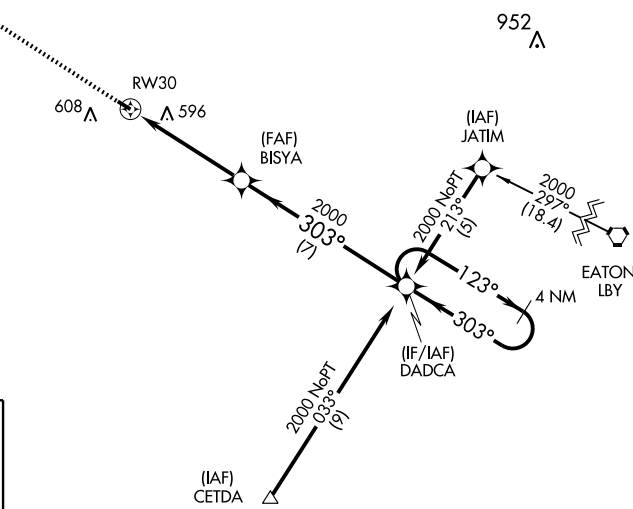
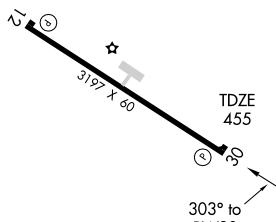
HATTIESBURG-LAUREL REGIONAL AWOS-3
128.325

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) 0



ELEV 455



CATEGORY	A	B	C	D
LPV DA	866-1½ 411 (500-1½)			NA
LNAV MDA	940-1	485 (500-1)	940-1¼ 485 (500-1¼)	NA
CIRCLING	1020-1	565 (600-1)	1020-1½ 565 (600-1½)	NA

QUITMAN

CLARKE CO (23M) 3 N UTC-6(-5DT) N32°05.09' W88°44.34'

MEMPHIS

320 B FUEL 100LL, MOGAS NOTAM FILE GWO

L-17D, 186

RWY 16-34: H3200X60 (ASPH) S-12.5 MIRL

RWY 16: PAPI (P2L). Thld dsplcd 245'. Tree.

RWY 34: Thld dsplcd 245'. Trees.

AIRPORT REMARKS: Attended continuously. Ultralight activity on and in vicinity of arpt. Rwy 16 ground drops abruptly 200' from thld. Ground drops abruptly from Rwy 34 thld. Rwy 16 PAPI unusable byd 5° left of course. After 0400Z± ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 164° 17.9 NM to fld. 580/05E.
HIWAS.

RAYMOND

JOHN BELL WILLIAMS (M16) 3 NE UTC-6(-5DT) N32°18.27' W90°24.63'

MEMPHIS

247 B S3 FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-186

RWY 12-30: H5501X100 (ASPH-RFSC) S-60, D-75 MIRL

IAP

RWY 12: PAPI(P4L)—GA 3.0°TCH 38'.

RWY 30: PAPI(P4L)—GA 3.0°TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat

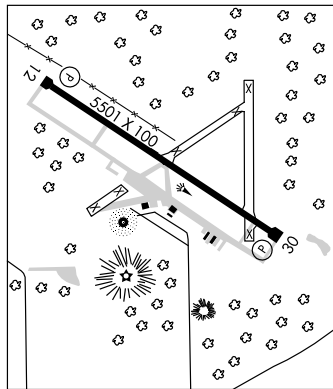
1400-1800Z±. Fuel avbl 24 hrs with card. ACTIVATE MIRL Rwy 12-30—CTAF. PAPI Rwy 12 and Rwy 30 operate continuously.

WEATHER DATA SOURCES: AWOS-3 118.675 (601) 857-3887.**COMMUNICATIONS:** CTAF/UNICOM 122.8**JACKSON APP/DEP CON** 125.25 (153°-332°) (1200-0500Z±)Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 220° 17.3 NM to fld. 360/05E.

RAYMOND NDB (MHW) 375 RYB N32°18.09' W90°24.69'

at fld. NOTAM FILE GWO.



RAYMOND N32°18.09' W90°24.69' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 375 RYB at John Bell Williams.

L-186

RENOVA N33°48.42' W90°45.76' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 272 RNV 171° 2.8 NM to Cleveland Muni. NDB unmonitored. NDB unusable byd 20 NM.

L-18F

RICHTON-PERRY CO (M59) 2 S UTC-6(-5DT) N31°19.04' W88°56.10'

NEW ORLEANS

167 B NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3000X60 (ASPH) S-20. MIRL

RWY 18: PAPI(P2L). Trees.

RWY 36: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 101° 21.6 NM to fld. 290/05E.

NDB RYB 375	APP CRS 131°	Rwy ldg TDZE Apt Elev	5501 243 246
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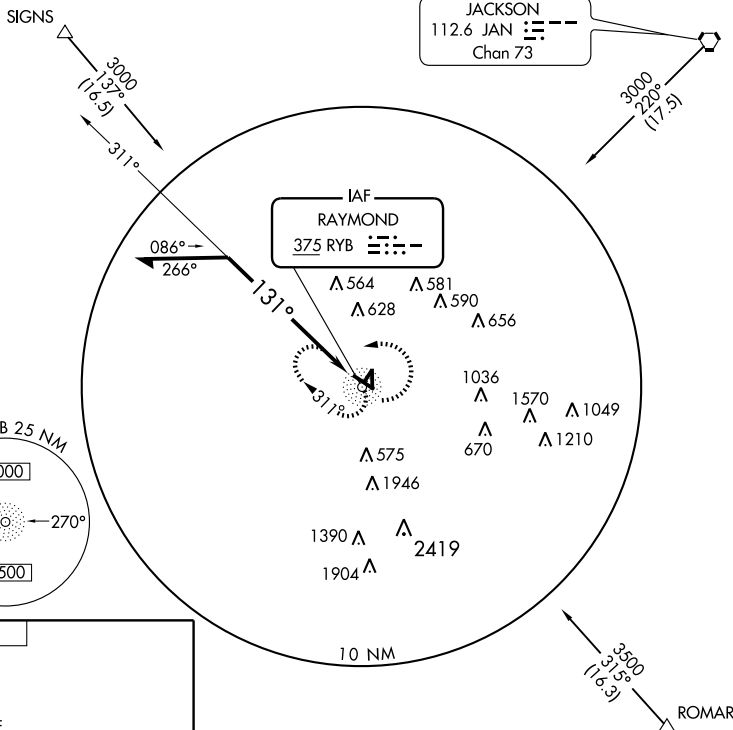
NDB RWY 12

RAYMOND/ JOHN BELL WILLIAMS (M16)

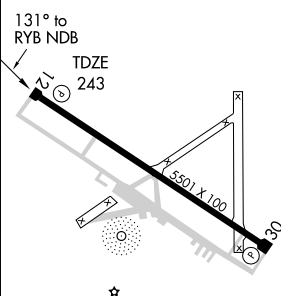
▼ Use Jackson altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

AWOS-3
118.675JACKSON APP CON*
125.25 319.2UNICOM
122.8 (CTAF) 0

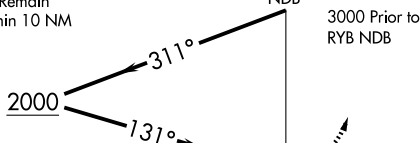
ELEV 246



CAUTION: Numerous towers north, east and south of airport.

Remain
within 10 NM

NDB



3000

RYB

BRG 311°

375

MRL Rwy 12-30 0

RAYMOND, MISSISSIPPI
Amdt 1A 08325

RAYMOND/ JOHN BELL WILLIAMS (M16)

32°18'N - 90°25'W

NDB RWY 12

WAAS CH 50205 W12A	APP CRS 120°	Rwy Idg 5501 TDZE 244 Apt Elev 247
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RNAV (GPS) RWY 12

RAYMOND/JOHN BELL WILLIAMS (M16)

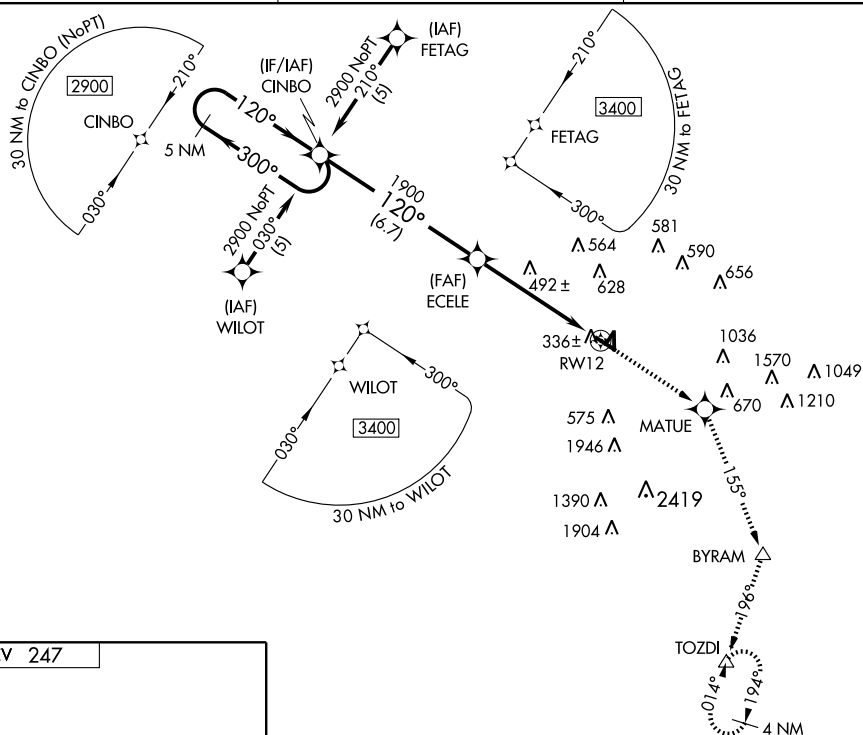
⚠ Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

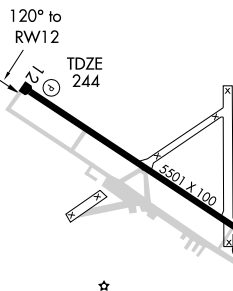
AWOS-3
118.675

JACKSON APP CON*
125.25 319.2

UNICOM
122.8 (CTAF) 0



ELEV 247



MIRL Rwy 12-30 0

5 NM Holding Pattern		CINBO	3000	MATUE	155° TRK	BYRAM	196° TRK	TOZDI
2900		300°	120°	120°	1900	1.8 NM to RWY 12	* LNAV only	
GS 3.00° TCH 38		6.7 NM	3.2 NM	1.8				
CATEGORY	A	B	C	D				
LPV DA	516-1		272 (300-1)					
LNAV/VNAV DA	770-2		526 (600-2)					
LNAV MDA	840-1	596 (600-1)	840-1½ 596 (600-1½)	840-1¾ 596 (600-1¾)				
CIRCLING	840-1	593 (600-1)	840-1½ 593 (600-1½)	1060-2¾ 813 (900-2¾)				

RAYMOND, MISSISSIPPI

Amdt 1 08325

RAYMOND/JOHN BELL WILLIAMS (M16)

32° 18' N - 90° 25' W

RNAV (GPS) RWY 12

APP CRS **301°**
 Rwy Idg **5501**
 TDZE **247**
 Apt Elev **247**

RNAV (GPS) RWY 30

RAYMOND/JOHN BELL WILLIAMS (M16)

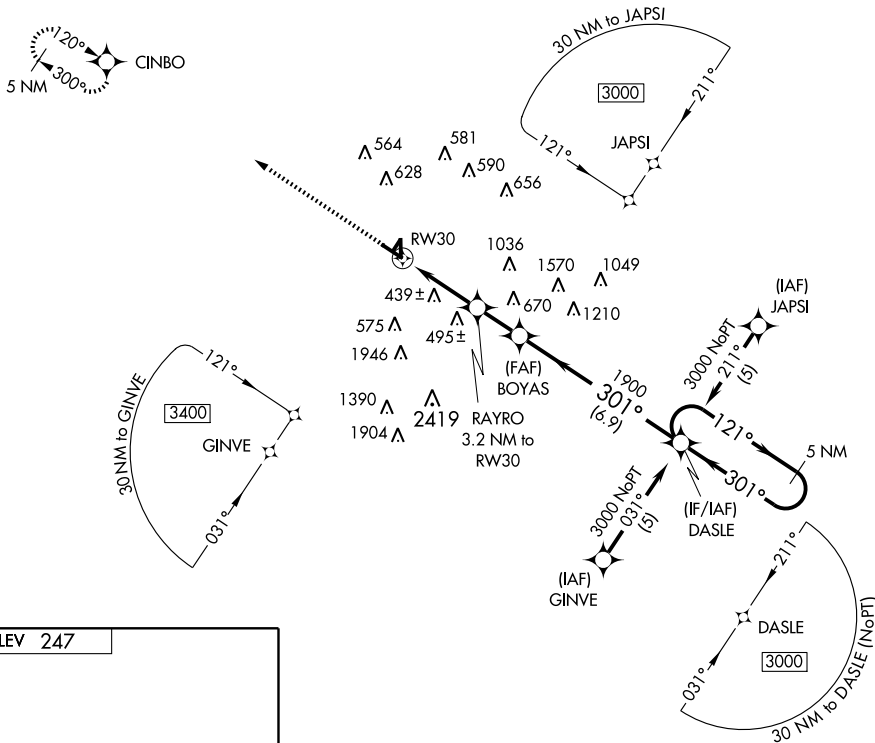
▼ Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet.
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

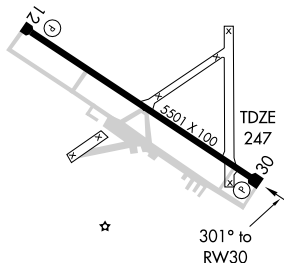
AWOS-3
118,675

JACKSON APP CON ★
125,25 319,2

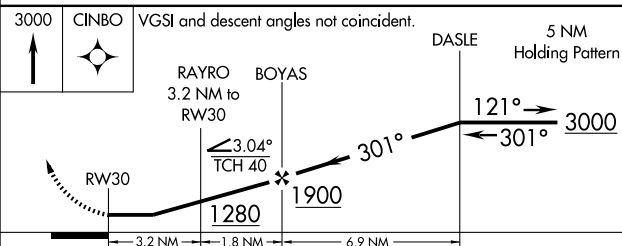
UNICOM
122.8 (CTAF) 0



ELEV 247



MIRL Rwy 12-30 0



CATEGORY	A	B	C	D
LNNAV MDA	700-1	453 (500-1)	700-1¼ 453 (500-1¼)	700-1½ 453 (500-1½)
CIRCLING	800-1	553 (600-1)	800-1½ 553 (600-1½)	1060-2¾ 813 (900-2¾)

RIPLEY (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'

465 B FUEL 100LL NOTAM FILE GWO

RWY 03-21: H4400X75 (ASPH) S-20 MIRL 0.6% up NE

RWY 03: PAPI(P2L)—GA 3.25° TCH 15'. Tree.

RWY 21: PAPI(P2L)—GA 3.5° TCH 16'. Tree.

AIRPORT REMARKS: Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z± ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

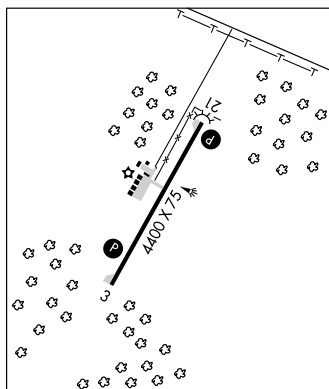
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 094° 24 NM to fld. 630/03E.

MEMPHIS

L-18G

IAP



ROSCOE TURNER (See CORINTH)

RULEVILLE-DREW (See DREW)

SAVOY N32°14.84' W88°46.30' NOTAM FILE MEI.

NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld.

MEMPHIS

L-18G

SCOBEE N33°53.47' W89°52.47' NOTAM FILE GWO.

NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS

L-18G

SELFS (See MARKS)

SEYER N35°00.93' W88°36.94' NOTAM FILE GWO.

NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

MEMPHIS

SIDON N33°27.83' W90°16.64' NOTAM FILE GWO.

(H) VORTAC 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.

RCO 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS

H-6J, 5C, L-18G

STARKVILLE

GEORGE M BRYAN (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'

333 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5550X150 (ASPH-CONC) S-25, D-30 HIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 24'. Thld dspcd 1380'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended Mon-Sat 1400-0100Z±, Sun 1400-2300Z±. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z±, after 2230Z± ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.975 (662) 323-4966.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 256° 17.1 NM to fld. 240/04E. HIWAS.

BRYAN NDB (MHW) 281 STF N33°25.92' W88°51.02' at fld.

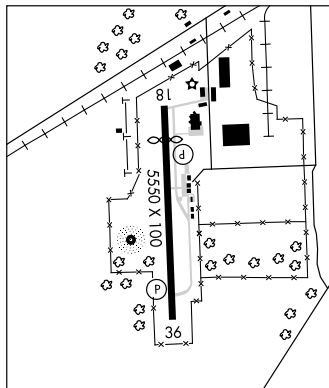
NDB unmonitored.

ILS/DME 109.9 I-STF Chan 36 Rwy 36. (LOC only)

MEMPHIS

H-6J, L-18G

IAP



APP CRS **033°**
Rwy Idg **4400**
TDZE **458**
Apt Elev **467**

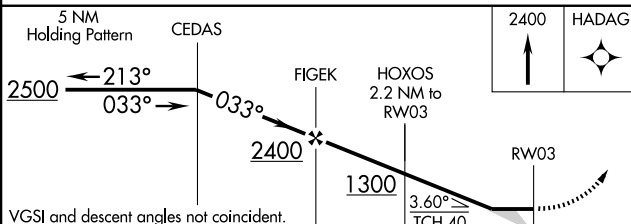
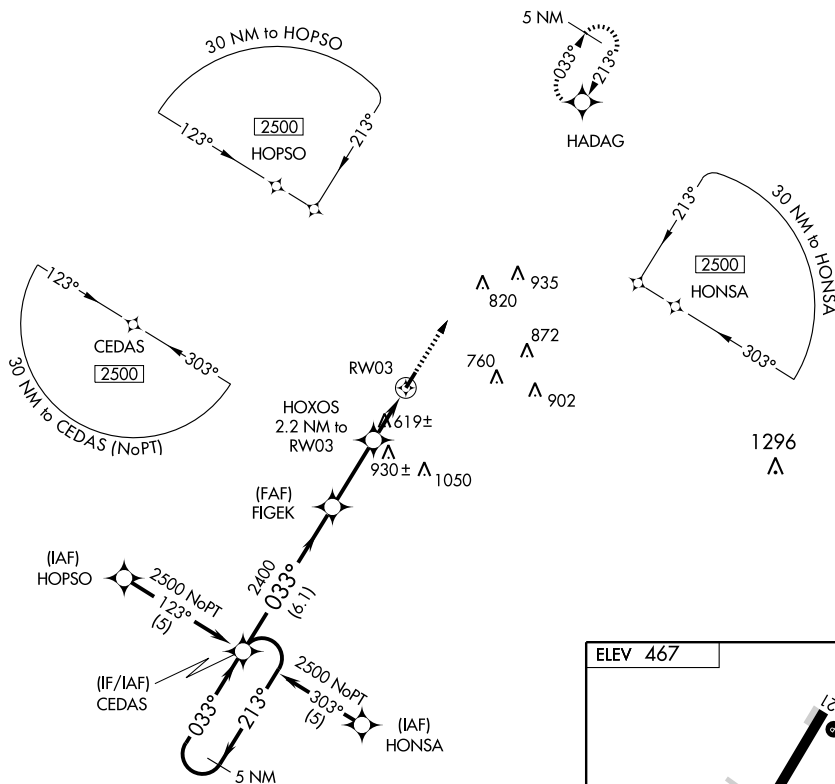
RNAV (GPS) RWY 3
RIPLEY (25M)

▼ DME/DME RNP-0.3 NA. Use Corinth altimeter setting,
▲ NA if not received procedure NA.

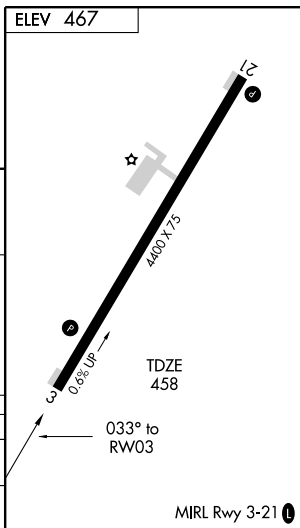
MISSED APPROACH: Climb to 2400 direct HADAG and hold.

MEMPHIS CENTER
135.9 260.6

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	940-1	482 (500-1)	940-1¼ 482 (500-1¼)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA



APP CRS
213°

Rwy Idg **4400**
TDZE **467**
Apt Elev **467**

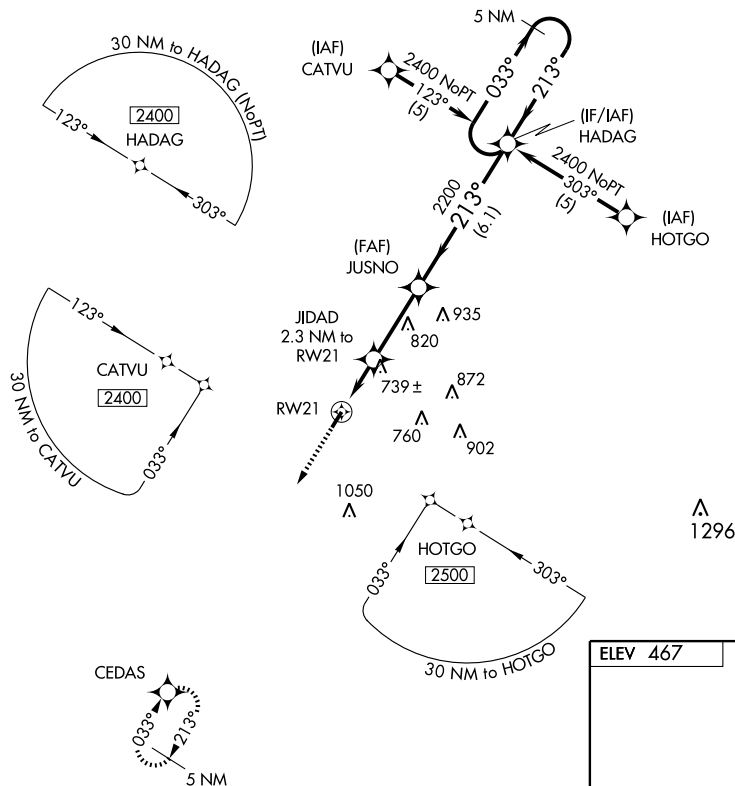
RNAV (GPS) RWY 21
RIPLEY (25M)

▼ DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

▲ NA MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

MEMPHIS CENTER
135.9 260.6

UNICOM
122.8 (CTAF) 0



2500
CEDAS

JIDAD
2.3 NM
to RW21

JUSNO

HADAG

5 NM
Holding Pattern

RW21

≤ 3.04°
TCH 40

2200

033° → 2400

← 213°

VGSI and descent angles not coincident.

2.3 NM

2.9 NM

6.1 NM

CATEGORY	A	B	C	D
RNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA

ELEV 467

213° to
RW21

TDZE
467

4400 x 75

0.4% UP

MIRL Rwy 3-21 0

VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy Idg TDZE Apt Elev 467	N/A N/A
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VOR/DME-A
RIPLEY (25M)

▼ Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.
▲ NA

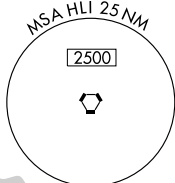
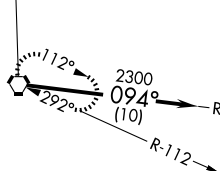
MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

MEMPHIS CENTER
135.9 260.6

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals on HLI VORTAC
airway radials 045 CW 112.

IAF
HOLLY SPRINGS
112.4 HLI
Chan 71



(IF)
TIRED
HLI **10**

2300
094°
(10)

NUTTE
HLI **20**

739±

MACVE
HLI **23.8**

1050

820
▲

935
▲

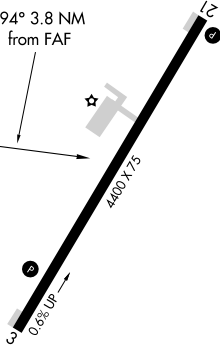
760
▲

872
▲

902
▲

ELEV 467

094° 3.8 NM
from FAF



MRL Rwy 3-21 **0**

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1060-1¼ 593 (600-1¼)	1080-1¾ 613 (700-1¾)	1100-2 633 (700-2)

OKTIBBEHA (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

250 S4 NOTAM FILE GWO

RWY 13-31: 2700X150 (TURF)

RWY 13: Trees **RWY 31:** Trees

RWY 18-36: 2200X150 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

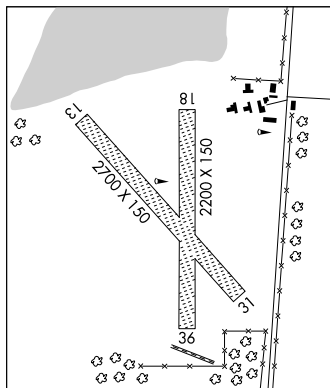
MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 271°8.5 NM to fld. 240/04E. **HIWAS.**



MEMPHIS

L-186

IAP

STENNIS INTL (See BAY ST LOUIS)

TALLAHALA N31°41.25' W89°11.39' NOTAM FILE GWO.

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

NEW ORLEANS

L-226

TEOCK N33°35.52' W90°05.06' NOTAM FILE GWO.

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

MEMPHIS

L-186

THIGPEN FLD (See BAY SPRINGS)

TISHOMINGO CO (See BELMONT)

TLOTT N30°32.89' W88°33.19' NOTAM FILE PQL.

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

NEW ORLEANS

TRENT LOTT INTL (See PASCAGOULA)

TUNICA

TUNICA (30M) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

195 S2 **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 01-19: 2508X80 (ASPH-TURF)

RWY 01: Thld displcd 108'.

AIRPORT REMARKS: Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS

TUNICA MUNI (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

194 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

RWY 17-35: H8500X150 (ASPH-GRVD) S-94, D-215, 2T-510, 2D-460, 2D/2D2-720 HIRL

RWY 17: ODALS.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Public phone 662-363-9956. Large flocks of geese invof arpt Nov-Feb. Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. **ACTIVATE HIRL** Rwy 17-35 and MALSR Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (662) 363-1652.

COMMUNICATIONS: CTAF/UNICOM 123.0

MEMPHIS APP/DEP 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

ILS/DME 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

MEMPHIS

H-61, L-186

IAP

VORTAC IGB 116.2 Chan 109	APP CRS 269°	Rwy Idg TDZE Apt Elev 250	N/A N/A 250
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VOR or GPS-B
STARKVILLE/OKTIBBEHA (M51)

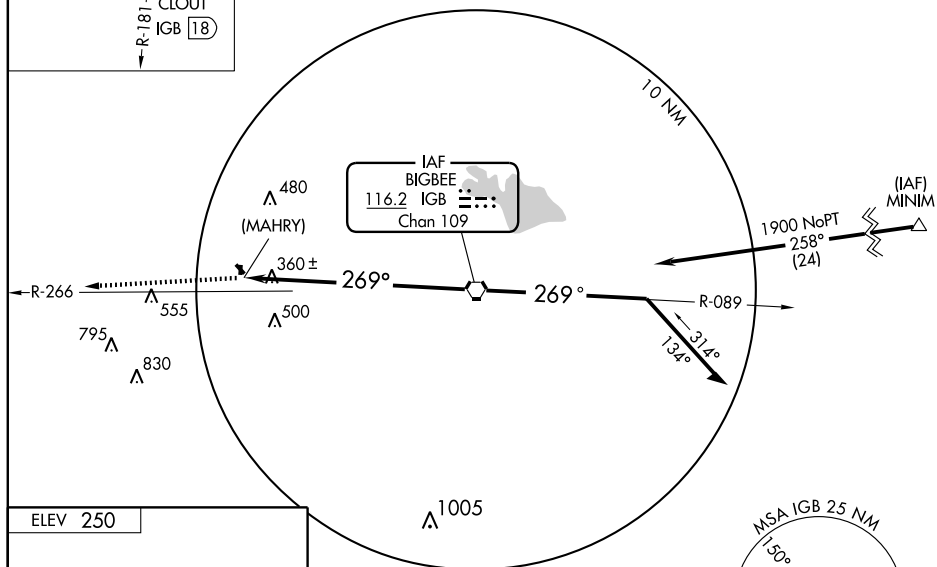
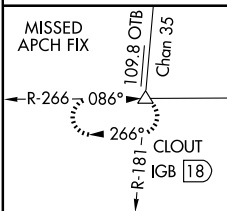
▼ Use Columbus altimeter setting.
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

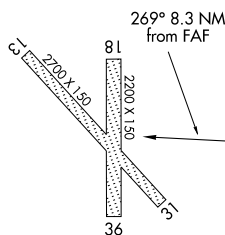
COLUMBUS APP CON ★
135.6 323.275

UNICOM
122.8 (CTAF)

MISSED
APCH FIX



ELEV 250



2000

IGB
R-266

CLOUT
△

VORTAC

Remain
within 10 NM

(MAHRY)

089°

269°

1900

1900

8.3 NM

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY

A

B

C

D

CIRCLING

780-1 530 (600-1)

NA

RIPLEY (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'

465 B FUEL 100LL NOTAM FILE GWO

RWY 03-21: H4400X75 (ASPH) S-20 MIRL 0.6% up NE

RWY 03: PAPI(P2L)—GA 3.25° TCH 15'. Tree.

RWY 21: PAPI(P2L)—GA 3.5° TCH 16'. Tree.

AIRPORT REMARKS: Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z† ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

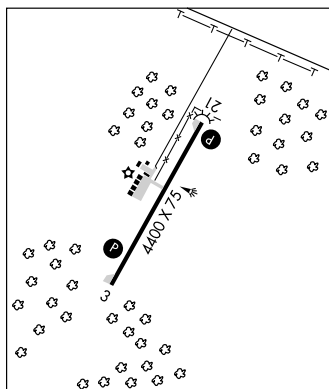
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 094° 24 NM to fld. 630/03E.

MEMPHIS

L-18G

IAP



ROSCOE TURNER (See CORINTH)

RULEVILLE-DREW (See DREW)

SAVOY N32°14.84' W88°46.30' NOTAM FILE MEI.

NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld.

MEMPHIS

L-18G

SCOBAY N33°53.47' W89°52.47' NOTAM FILE GWO.

NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS

L-18G

SELFS (See MARKS)

SEYER N35°00.93' W88°36.94' NOTAM FILE GWO.

NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

MEMPHIS

SIDON N33°27.83' W90°16.64' NOTAM FILE GWO.

(H) VORTAC 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.

RCO 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS

H-6J, 5C, L-18G

STARKVILLE

GEORGE M BRYAN (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'

333 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5550X150 (ASPH-CONC) S-25, D-30 HIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 24'. Thld dspcd 1380'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended Mon-Sat 1400-0100Z†, Sun 1400-2300Z†. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z†, after 2230Z† ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.975 (662) 323-4966.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 256° 17.1 NM to fld. 240/04E. HIWAS.

BRYAN NDB (MHW) 281 STF N33°25.92' W88°51.02' at fld.

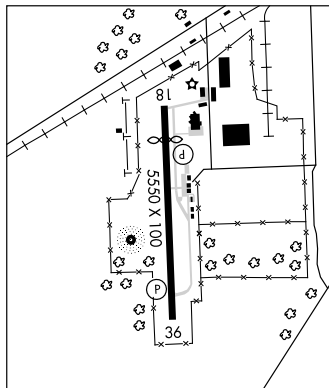
NDB unmonitored.

ILS/DME 109.9 I-STF Chan 36 Rwy 36. (LOC only)

MEMPHIS

H-6J, L-18G

IAP



LOC/DME I-STF
109.9
Chan **36**

APP CRS
360°

Rwy Idg **5550**
TDZE **326**
Apt Elev **333**

LOC/DME RWY 36
STARKVILLE/GEORGE M. BRYAN (STF)

▼ If local altimeter setting not received, use Golden Triangle
Rgnl altimeter setting and increase all MDAs 40 feet.
▲ NA DME required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing left
turn to 2400 via heading 300° and IGB R-266 to
NEEON/IGB 30 DME and hold.

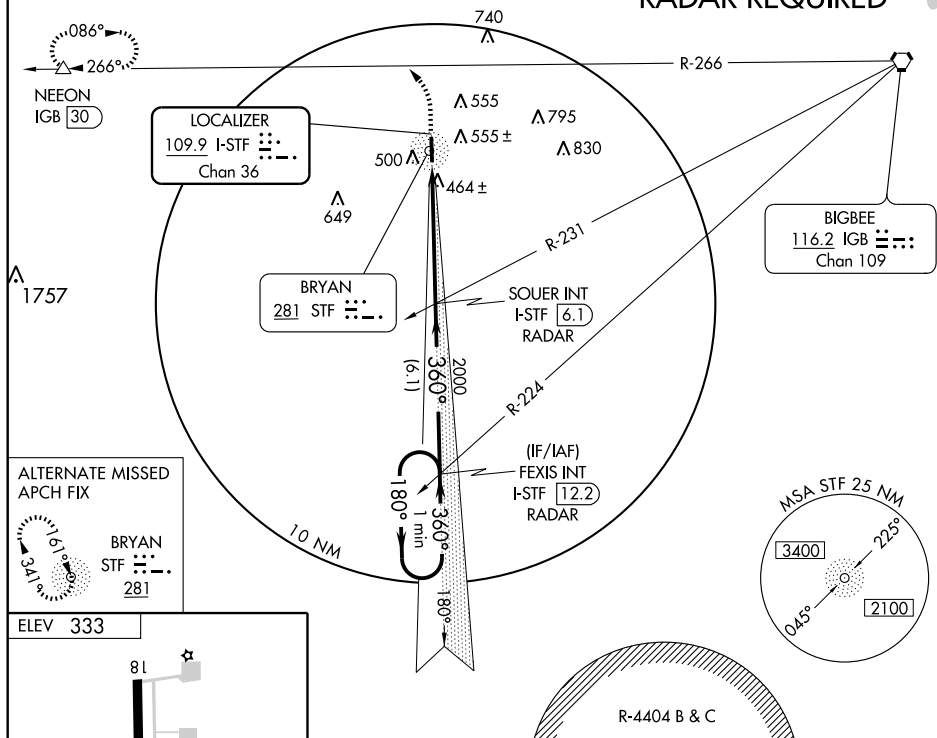
AWOS-3
118.975

COLUMBUS APP CON ★
135.6 323.275

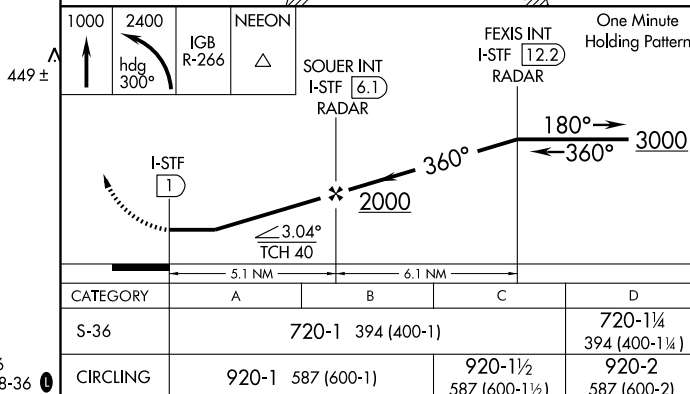
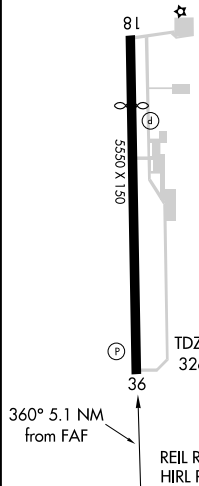
CLNC DEL
126.25

UNICOM
122.7 (CTAF) **1**

RADAR REQUIRED



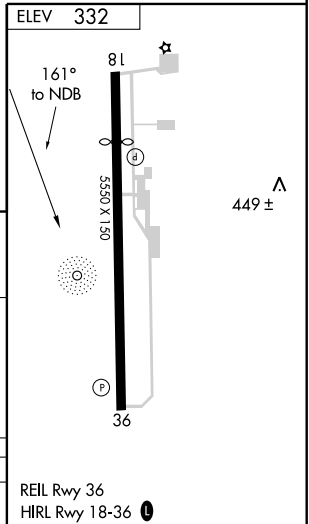
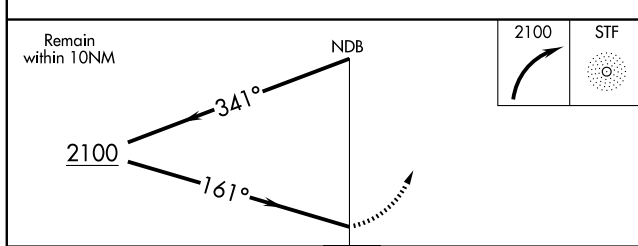
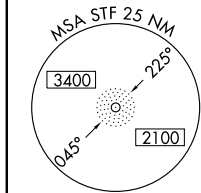
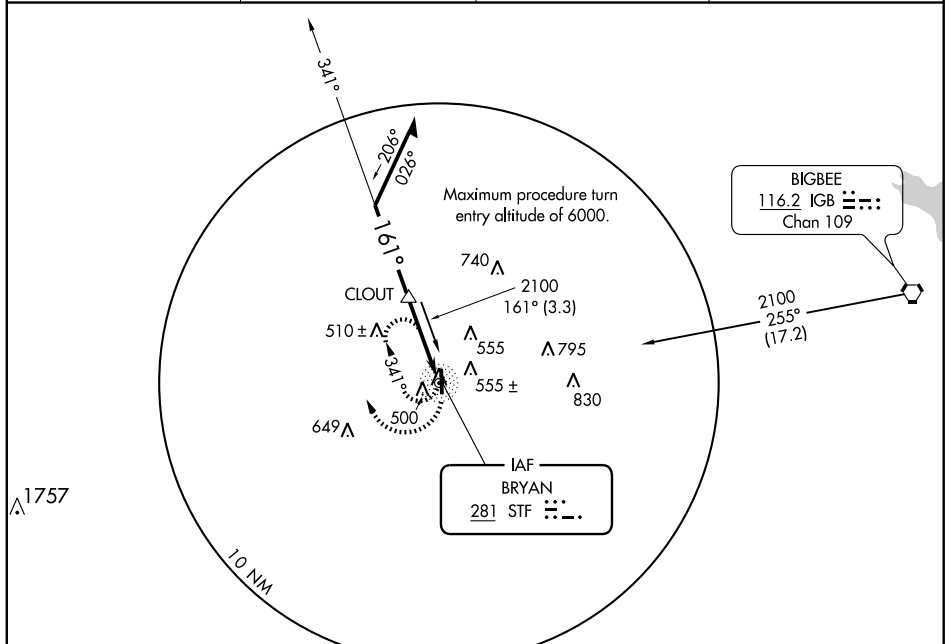
ELEV **333**



NDB STF 281	APP CRS 161°	Rwy Idg TDZE Apt Elev N/A N/A 332
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<p>▼ ▲ NA</p> <p>If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.</p>
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AWOS-3 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	920-1 588 (600-1)		920-1½ 588 (600-1½)	920-2 588 (600-2)

WAAS CH 50419 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	4170 333 333
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RNAV (GPS) RWY 18

STARKVILLE/GEORGE M. BRYAN (STF)

▼ Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F).
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LPV visibility all Cats, and Circling visibility Cat C ¼ mile.

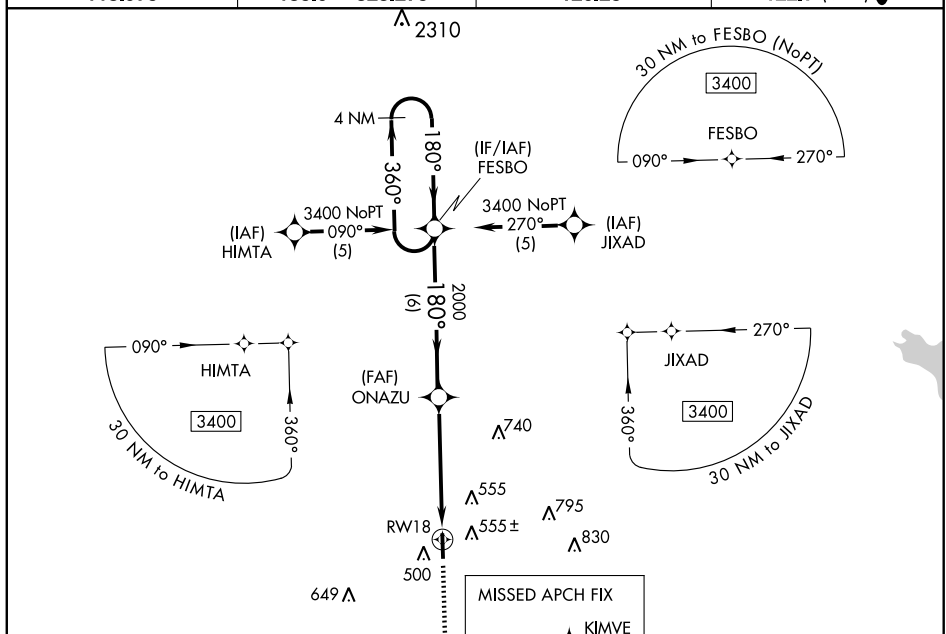
MISSED APPROACH: Climb to 2800 direct KIMVE and hold.

AWOS-3
118.975

COLUMBUS APP CON ★
135.6 323.275

CLNC DEL
126.25

UNICOM
122.7 (CTAF) 0



<p>4 NM Holding Pattern</p> <p>3400 ← 360° 180° →</p> <p>GS 3.00° TCH 36</p> <p>6 NM 5.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA	630-1 297 (300-1)			
LNAV/VNAV DA	932-2 ¼ 599 (600-2 ¼)			
LNAV MDA	860-1 527 (600-1)	860-1 ½ 527 (600-1 ½)	860-1 ¾ 527 (600-1 ¾)	
CIRCLING	920-1 587 (600-1)	920-1 ½ 587 (600-1 ½)	920-2 587 (600-2)	

WAAS CH 53604 W36A	APP CRS 360°	Rwy Idg 5550 TDZE 326 Apt Elev 333
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RNAV (GPS) RWY 36

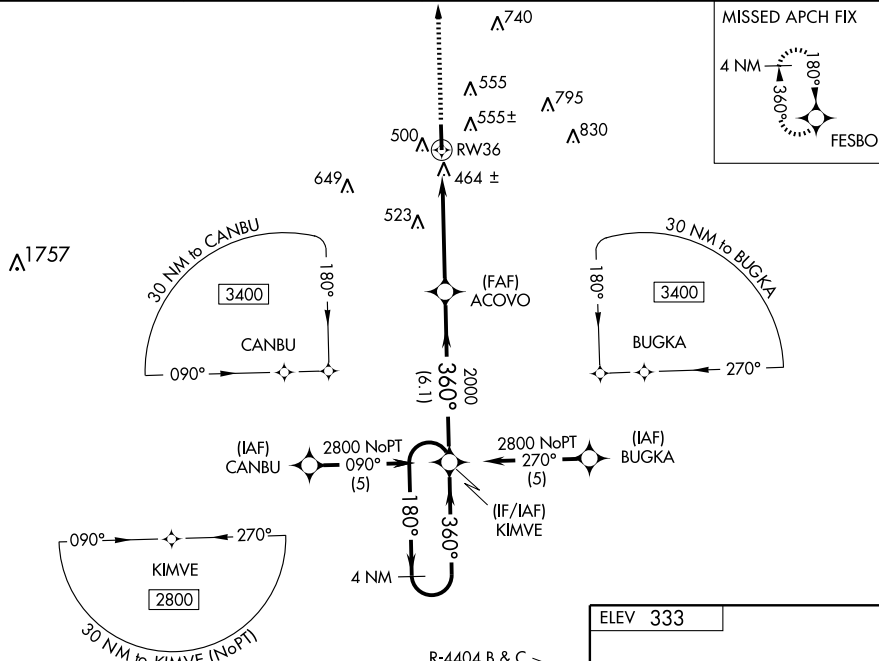
STARKVILLE/GEORGE M. BRYAN (STF)

T Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
A NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LNAV/VNAV visibility all Cats and Circling Cat C visibility ¼ mile. VDP NA when using Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3
118.975

COLUMBUS APP CON★
135.6 323.275

CLNC DEL
126.25UNICOM
122.7 (CTAF) **L**

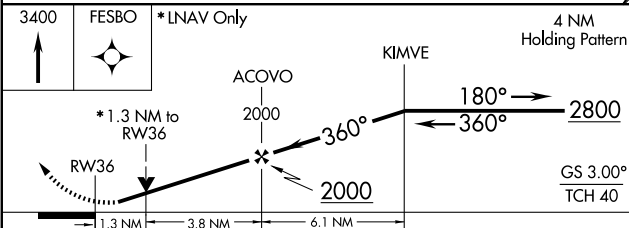
3400

FESBC

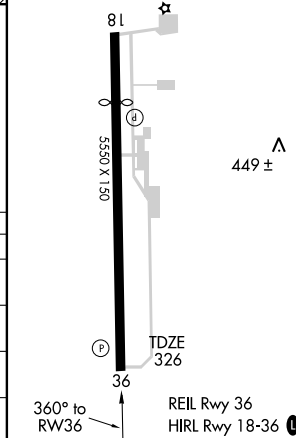
* LNAV Only

ELEV 333

R-4404 B & C \



CATEGORY	A		B		C		D	
LPV DA	526-¾ 200 (200-¾)							
LNAV/ VNAV DA	771-1½ 445 (500-1½)							
LNAV MDA	760-1	434 (500-1)	760-1¼ 434 (500-1¼)		760-1½ 434 (500-1½)			
CIRCLING	920-1	587 (600-1)	920-1½ 587 (600-1½)		920-2 587 (600-2)			



STARKVILLE, MISSISSIPPI

Amdt 2 23SEP10

STARKVILLE/GEORGE M. BRYAN (STF)

RNAV (GPS) RWY 36

33° 26' N-88° 51' W

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

OKTIBBEHA (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

250 S4 NOTAM FILE GWO

RWY 13-31: 2700X150 (TURF)

RWY 13: Trees **RWY 31:** Trees

RWY 18-36: 2200X150 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

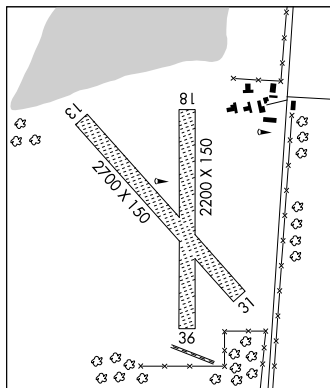
MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 271°8.5 NM to fld. 240/04E. **HIWAS.**



MEMPHIS

L-186

IAP

STENNIS INTL (See BAY ST LOUIS)

TALLAHALA N31°41.25' W89°11.39' NOTAM FILE GWO.

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

NEW ORLEANS

L-226

TEOCK N33°35.52' W90°05.06' NOTAM FILE GWO.

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

MEMPHIS

L-186

THIGPEN FLD (See BAY SPRINGS)

TISHOMINGO CO (See BELMONT)

TLOTT N30°32.89' W88°33.19' NOTAM FILE PQL.

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

NEW ORLEANS

TRENT LOTT INTL (See PASCAGOULA)

TUNICA

TUNICA (30M) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

195 S2 **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 01-19: 2508X80 (ASPH-TURF)

RWY 01: Thld displcd 108'.

AIRPORT REMARKS: Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS

TUNICA MUNI (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

194 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

RWY 17-35: H8500X150 (ASPH-GRVD) S-94, D-215, 2T-510, 2D-460, 2D/2D2-720 HIRL

RWY 17: ODALS.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Public phone 662-363-9956. Large flocks of geese invof arpt Nov-Feb. Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. **ACTIVATE HIRL** Rwy 17-35 and MALSR Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (662) 363-1652.

COMMUNICATIONS: CTAF/UNICOM 123.0

MEMPHIS APP/DEP 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

ILS/DME 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

MEMPHIS

H-61, L-186

IAP

ILS or LOC RWY 35

TUNICA MUNI (UTA)

LOC/DME I-UTA	APP CRS	Rwy Idg	8500
110.95	347°	TDZE	194
Chan 46(Y)		Apt Elev	194

- ▼ If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.
 ▲ VDP NA with Memphis altimeter setting.

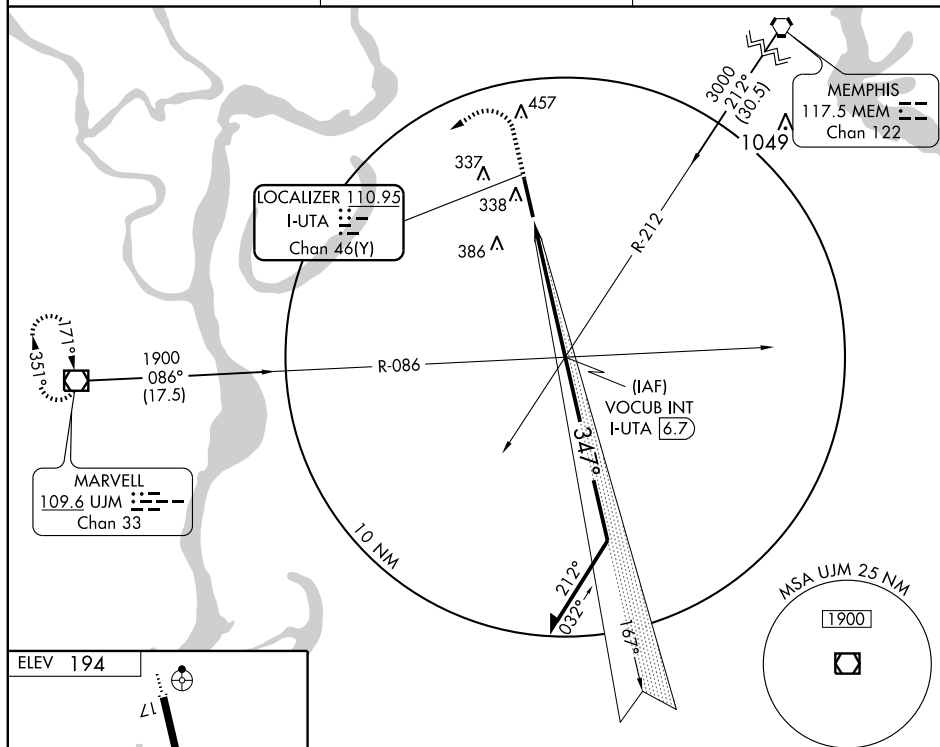


MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

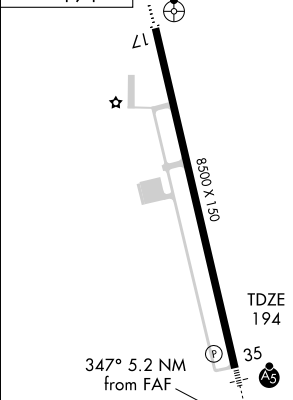
AWOS-3
118.075

MEMPHIS APP CON
119.1 291.6

UNICOM
123.0 (CTAF) 0



ELEV 194



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

TUNICA, MISSISSIPPI

Orig 09267

700	1900	UJM	VOCUB INT I-UTA 6.7	Remain within 10 NM
I-UTA 2.5	I-UTA 1.6	0.9 NM	4.3 NM	GS 3.00° TCH 43
CATEGORY	A	B	C	D
S-ILS 35	394-½ 200 (200-½)			
S-LOC 35	540-½ 346 (400-½)			540-¾ 346 (400-¾)
CIRCUING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

TUNICA MUNI (UTA)

ILS or LOC RWY 35

WAAS CH 56212 W17A	APP CRS 167°	Rwy Idg 8500 TDZE 194 Apt Elev 194
--	------------------------	---

RNAV (GPS) RWY 17
TUNICA MUNI (UTA)

T DME/DME RNP-0.3 NA.
A When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.
VDP NA when using Memphis Intl altimeter setting.

ODALS

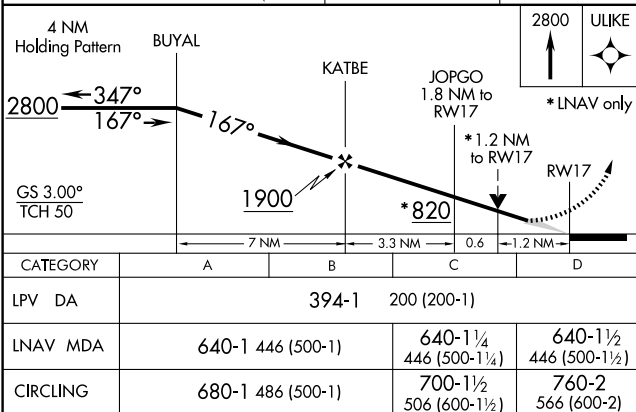
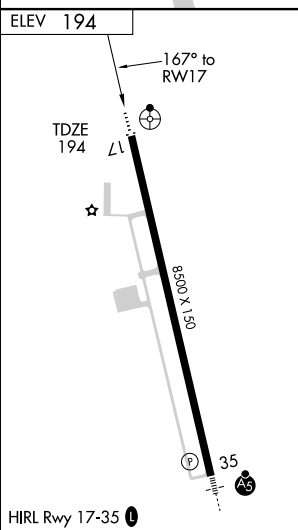
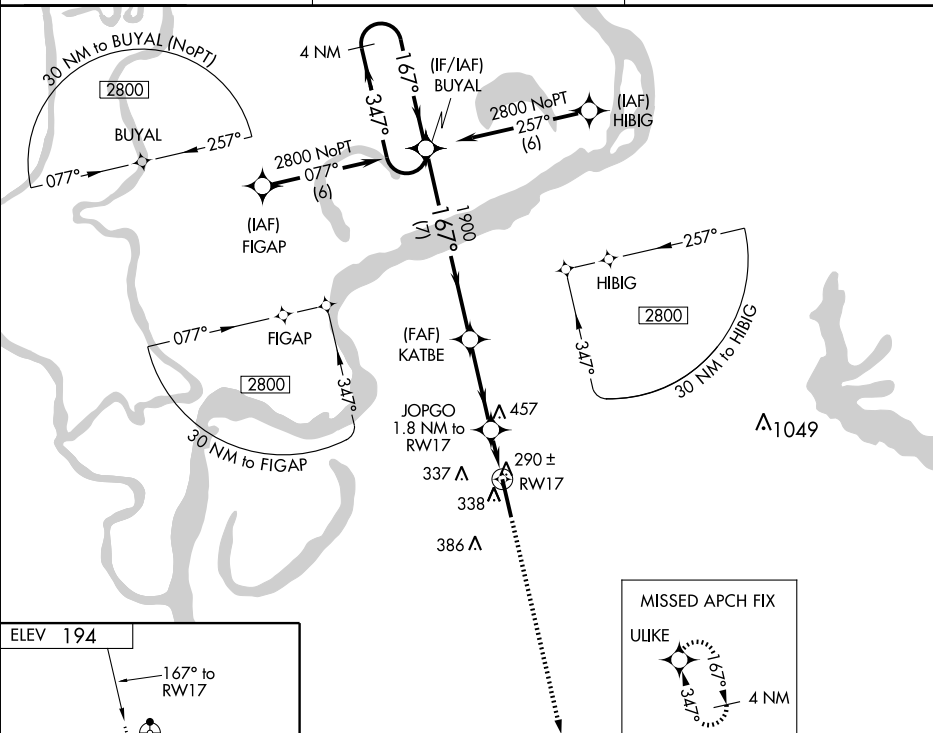


MISSED APPROACH: Climb to 2800 direct UIKE and hold.

AWOS-3
118.075

MEMPHIS APP CON
119.1 291.6

UNICOM
123.0 (CTAF) **L**



WAAS CH 60912 W35A	APP CRS 347°	Rwy ldg TDZE 194 Apt Elev 194
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RNAV (GPS) RWY 35

TUNICA MUNI (UTA)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting.
▲ For inoperative MALSR, increase LPV all Cats visibility to $\frac{3}{4}$ and LNAV Cat D visibility to $1\frac{1}{4}$.



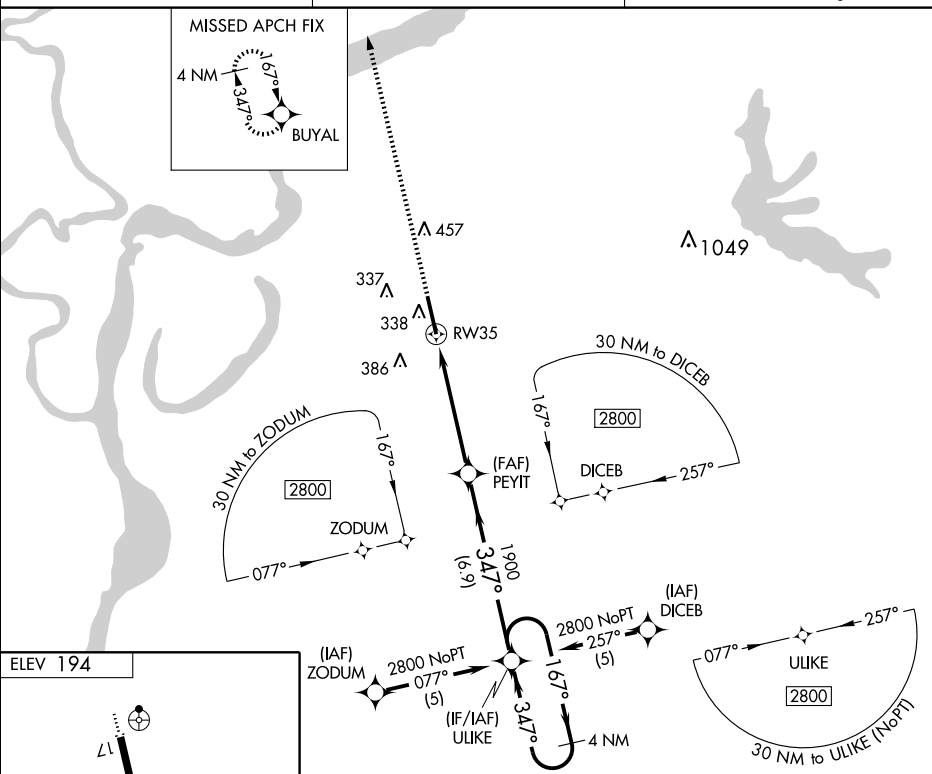
MISSED APPROACH:
Climb to 2800 direct
BUYAL and hold.

AWOS-3
118.075

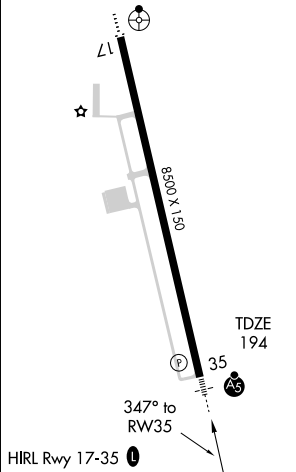
MEMPHIS APP CON
119.1 291.6

UNICOM
123.0 (CTAF) 1

MISSED APCH FIX



ELEV 194



2800	BUYAL	*LNAV only	ULIKE	4 NM Holding Pattern
			PEYIT	167° → 2800
				← 347°
				GS 3.00° TCH 50
CATEGORY	A	B	C	D
LPV DA	450- $\frac{1}{2}$ 256 (300- $\frac{1}{2}$)			
LNAV/VNAV DA	NA			
LNAV MDA	560- $\frac{1}{2}$ 366 (400- $\frac{1}{2}$)			560-1 366 (400-1)
CIRCLING	680-1 486 (500-1)		680-1 $\frac{1}{2}$ 486 (500-1 $\frac{1}{2}$)	760-2 566 (600-2)

10210

AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI

ASOS
133.525
TUPELO TOWER ★
118.775 254.275
GND CON
121.825 254.275

ELEV
342

81

181.3°

6500 X 150

001.3°

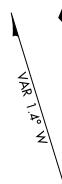
FIELD
ELEV
346

36

RWY 18-36
S-90, D-135, 2D-150

TWR
423

444



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

88°46.5' W

88°46.0' W

AIRPORT DIAGRAM

TUPELO, MISSISSIPPI
TUPELO RGNL (TUP)

10210

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

TUNNG N34°23.11' W89°37.56' NOTAM FILE GWO.
NDB (LOM) 426 UV 089° 4.4 NM to University—Oxford.

MEMPHIS
L-18G

TUPELO RGNL (TUP)(KTUP) CIV/MIL/P/ANG 3 W UTC-6(-5DT) N34°16.09' W88°46.19' **MEMPHIS**
346 B S4 **FUEL** 100LL, JET A, A+, A1+ ARFF Index—See Remarks NOTAM FILE TUP **H-6J, L-18G**
RWY 18-36: H6500X150 (ASPH-GRVD) S-90, D-135, 2D-150 **HIRL** **DIAP, AD**

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45'. **RWY 36:** MALSR.

MILITARY SERVICE: **FUEL** A+ (NC-100, 100LL, A1+) (Weekdays
1200-0200Z, weekends 1400-0200Z, C662-823-4359).

AIRPORT REMARKS: Attended 1200-0400Z. Helicopter ops all hrs 700' AGL East of Rwy 18-36 contact CTAF for advisories. Helicopter parking and refueling—ctc FBO on 128.85. Air carrier ramp restricted to air carrier ops except with PPR call arpt manager Mon-Fri 1400-2300Z; 662-841-6570 ext. 8. Class I, ARFF Index A, PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 662-841-6570 ext. 8. Scheduled air carrier ops using acft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager and confirmation that ARFF svcs are avbl prior to ldf or tkf. Index B ARFF equipment avbl. **ACTIVATE HIRL** Rwy 18-36, **MALSR** Rwy 36, and **REIL** Rwy 18—CTAF. PAPI Rwy 18 opr continuously.

MILITARY REMARKS: **RSTD** Helicopter parking and refueling rstd to east end of clsd rwy, ctc FBO on 128.85. Acft ramp rstd to acft ops except with PPR call arpt manager C662-841-6570 extension 8. **CAUTION** Helicopter ops all hours 700' AGL east of Rwy 18-36, ctc CTAF.

ANG Support facility ops Mon-Fri 1300-2200Z except holidays. Limited parking avbl. No tran fuel. DSN 293-3400, C662-891-4400.

WEATHER DATA SOURCES: ASOS 133.525 (662) 840-8528.

COMMUNICATIONS: CTAF 118.775

RCO 122.5 (GREENWOOD RADIO)

MEMPHIS CENTER APP/DEP CON 128.5 279.55

TOWER 118.775 254.275 (1200-0400Z) **GND CON** 121.825 254.275 **ARRNG OPS** 33.50 241.0

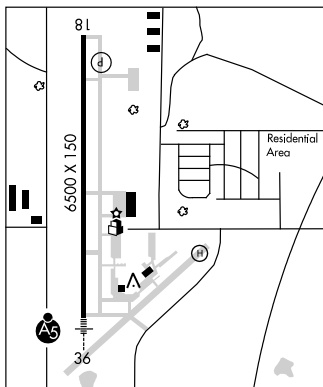
AIRSPACE: CLASS D 1200-0400Z. Other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TUP.

(L) **VOR/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 023° 3 NM to fld. 360/04E. VOR portion unusable 190°-220°.

VERON NDB (LOM) 420 TU N34°10.82' W88°46.13' 358° 5.3 NM to fld.

ILS/DME 108.5 I-TUP Chan 22 Rwy 36. Class IA. LOM **VERON NDB.** ILS unmonitored 0500-1100Z. ILS unusable 25° right of course.



TYLERTOWN

PAUL PITTMAN MEML (T36) 3 NW UTC-6(-5DT) N31°08.76' W90°10.09' **NEW ORLEANS**

384 B **FUEL** 100 NOTAM FILE GWO

L-21B, 22F

RWY 18-36: H3000X60 (ASPH) S-20 **MIRL**

RWY 18: PAPI(P2L)—GA 3.0°. **RWY 36:** PAPI(P2L)—GA 3.0°. Trees.

AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs with credit card. **MIRL** Rwy 18-36 preset low ints dusk-dawn; to increase ints **ACTIVATE**—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27' W90°15.49' 151°10.6 NM to fld. 440/03E.
HIWAS

UNIVERSITY—OXFORD (See OXFORD)

VERON N34°10.82' W88°46.13' NOTAM FILE TUP.

MEMPHIS
L-18G

NDB (LOM) 420 TU 358° 5.3 NM to Tupelo Rgnl.

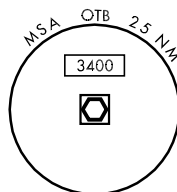
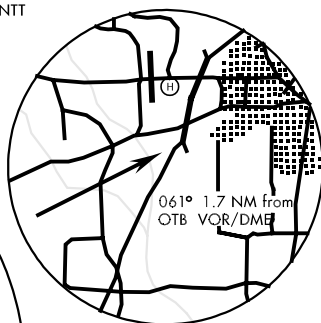
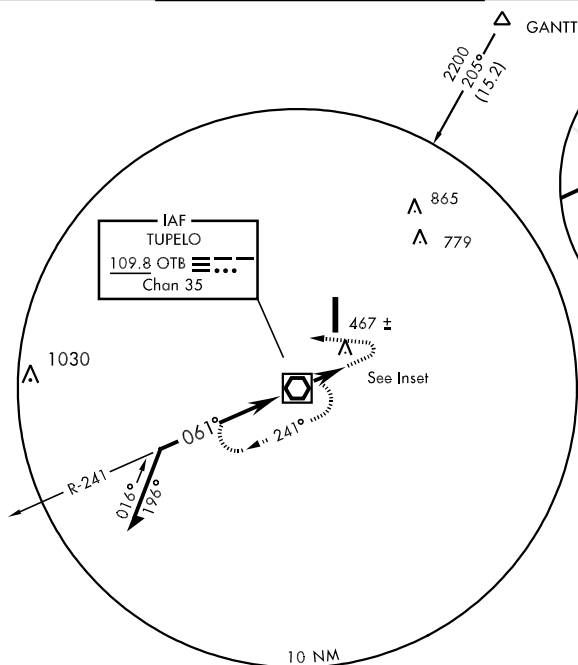
VOR/DME OTB 109.8 Chan 35	APCH CRS 061°	Rwy Idg TDZE Arpt Elev N/A N/A 346
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AL-854 [USA]

TUPELO REGIONAL (KTUP)

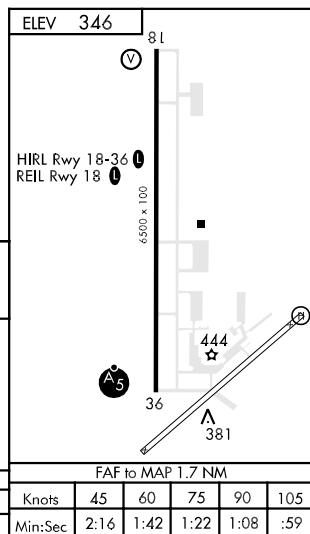
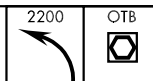
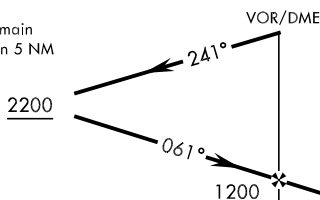
NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

MEMPHIS CENTER
128.5 279.55TUPELO TOWER ★
118.775 (CTAF) **0 254.275**GND CON
121.825 254.275ASOS
133.525

RADAR REQUIRED

COPTER ONLY

From MAP proceed visually Northeast along
NATCHEZ TRACE PARKWAY to airportRemain
within 5 NM

CATEGORY	COPTER
H-061°	740-1 370 (400-1)

FAF to MAP 1.7 NM					
Knots	45	60	75	90	105
Min:Sec	2:16	1:42	1:22	1:08	:59

ILS or LOC RWY 36

TUPELO RGNL (TUP)

LOC/DME I-TUP 108.5 Chan 22	APP CRS 359°	Rwy Idg TDZE 346 Apt Elev 346
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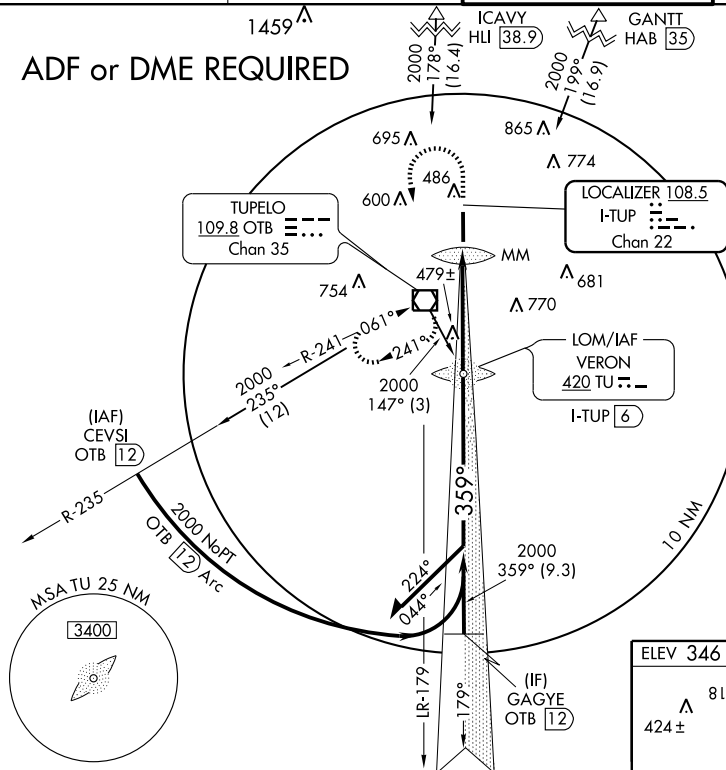
▲ ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats C and D visibility ½ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility ½ mile.



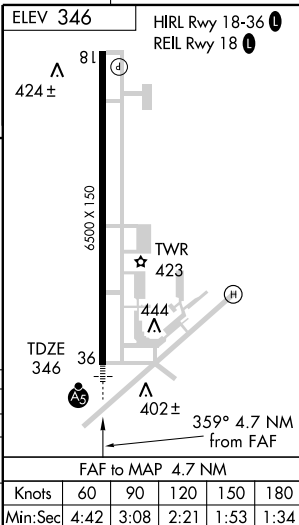
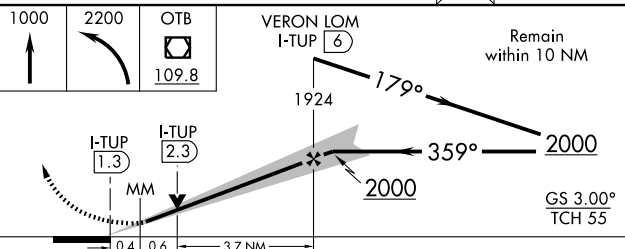
MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER* 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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ADF or DME REQUIRED




ALTERNATE MISSED APCH FIX
VERON
420 TU —
I-TUP 6



CATEGORY	A	B	C	D
S-ILS 36		546-½ 200 (200-½)		
S-LOC 36		740-½ 394 (400-½)	740-¾ 394 (400-¾)	
CIRCLING	800-1 454 (500-1)	800-1½ 454 (500-1½)	900-2 554 (600-2)	

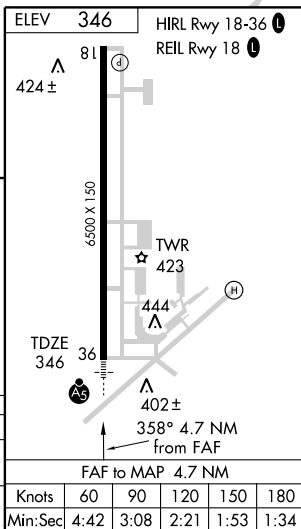
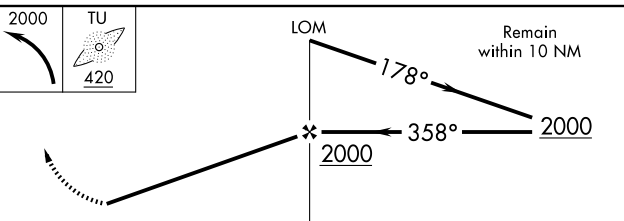
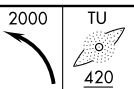
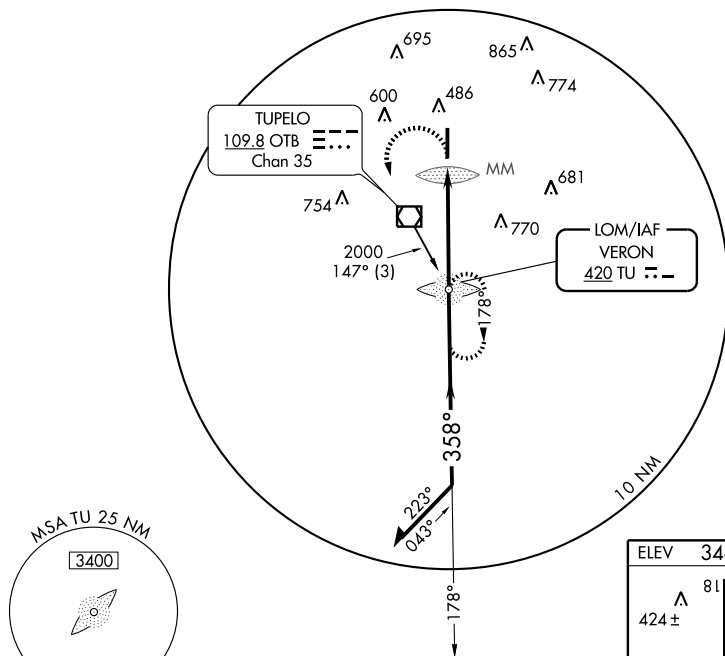
LOM TU 420	APP CRS 358°	Rwy Idg TDZE Apt Elev	6500 346 346
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NDB RWY 36
TUPELO RGNL (TUP)

		MALS R 	MISSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.	
ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 254.275		GND CON 121.825 254.275

△ 1459

RADAR REQUIRED



CATEGORY	A	B	C	D
S- 36	780-¾ 434 (500-¾)			780-1¼ 434 (500-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

WAAS CH 77712 W18A	APP CRS 179°	Rwy Idg 6500 TDZE 344 Apt Elev 346
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RNAV (GPS) RWY 18

TUPELO RGNL (TUP)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

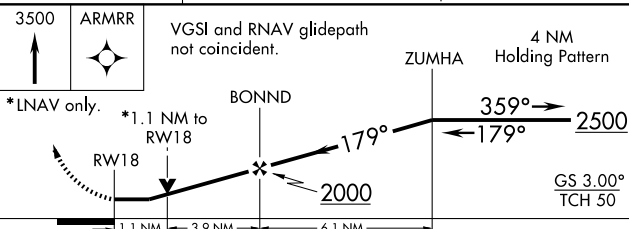
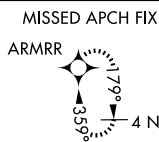
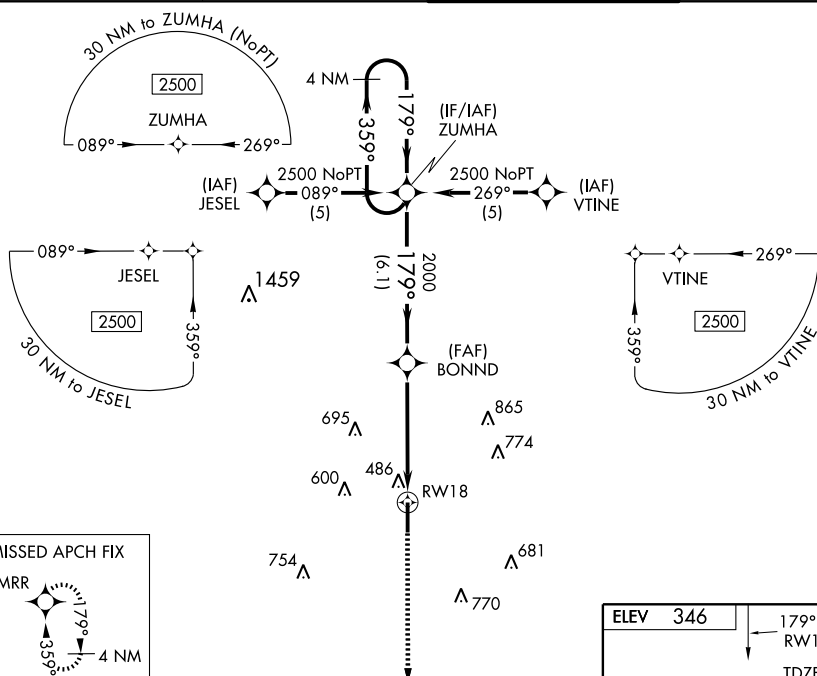
MISSED APPROACH: Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

ASOS
133.525

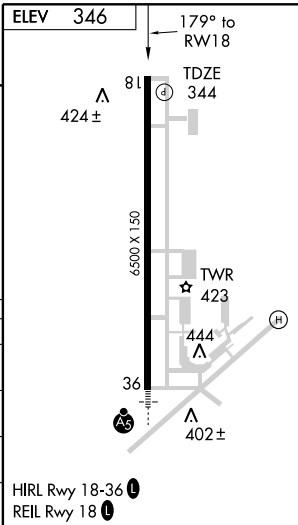
MEMPHIS CENTER
128.5 279.55

TUPELO TOWER★
118.775 (CTAF) 254.275

GND CON
121.825 254.275



CATEGORY	A	B	C	D
LPV DA	634-1 290 (300-1)			
LNAV/VNAV DA	757-1½ 413 (500-1½)			
LNAV MDA	740-1 396 (400-1)			740-1¼ 396 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)



WAAS CH 93712 W36A	APP CRS 359°	Rwy Idg 6500 TDZE 346 Apt Elev 346
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RNAV (GPS) RWY 36

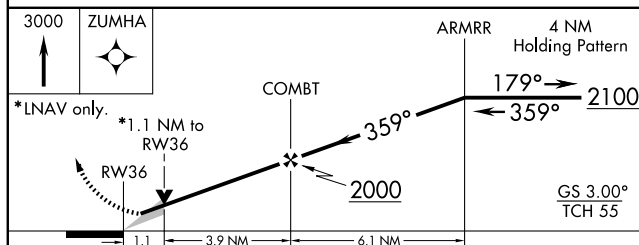
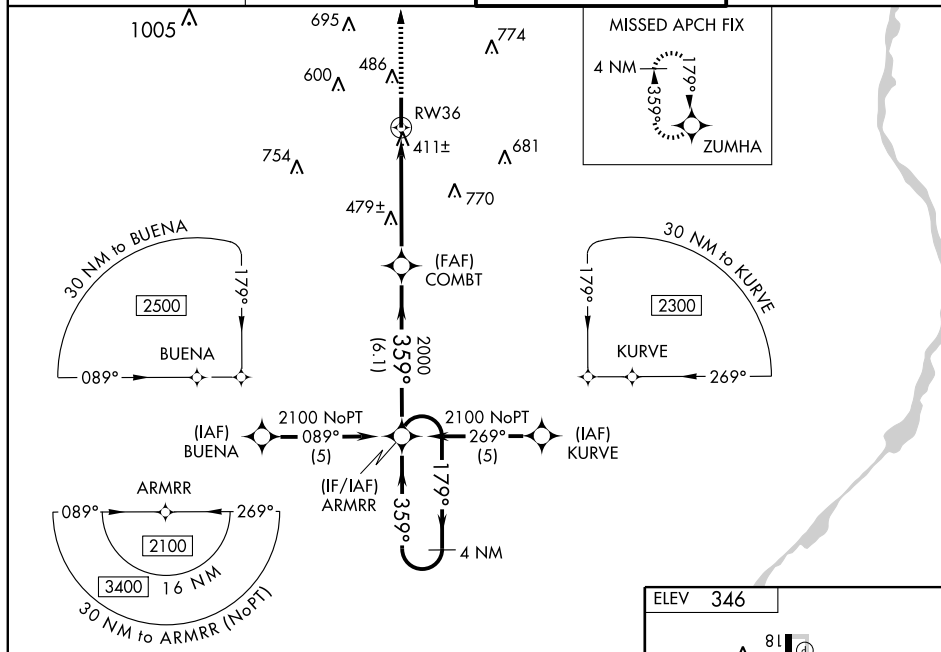
TUPELO RGNL (TUP)

- A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility $\frac{1}{4}$ mile, LNAV Cat. C $\frac{1}{2}$ mile, Cat. D $\frac{1}{4}$ mile and Circling Cat. D $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility $\frac{1}{2}$ mile, and LNAV Cat. D visibility $\frac{1}{4}$ mile.

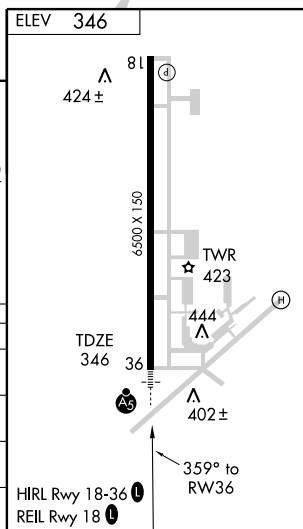


MISSED APPROACH:
Climb to 3000 direct
ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	<div> <div>TUPELO TOWER ★</div> <div>118.775 (CTAF) 0 254.275</div> </div>	<div> <div>GND CON</div> <div>121.825 254.275</div> </div>
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CATEGORY	A	B	C	D
LPV DA	546-½ 200 (200-½)			
LNAV/ VNAV DA	692-¾ 346 (400-¾)			
LNAV MDA	740-½ 394 (400-½)			740-1 394 (400-1)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

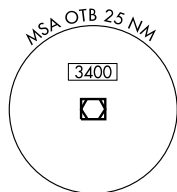


VOR/DME OTB	APP CRS	Rwy Idg	6500
109.8	198°	TDZE	345
Chan 35		Apt Elev	346

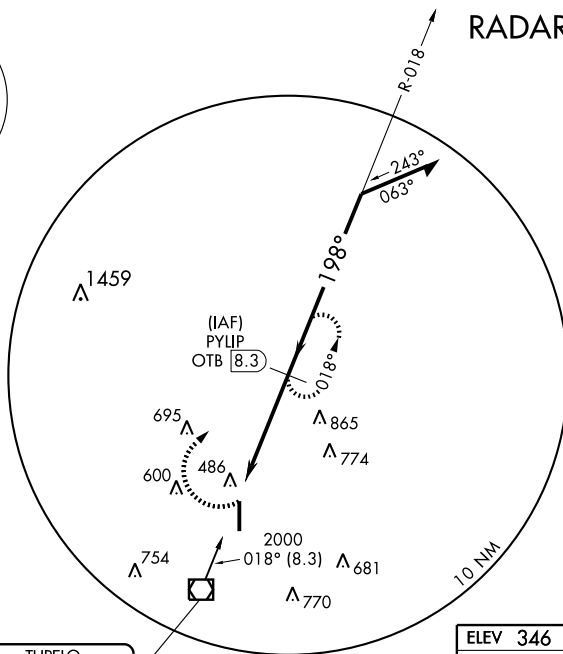
VOR/DME RWY 18

TUPELO RGNL (TUP)

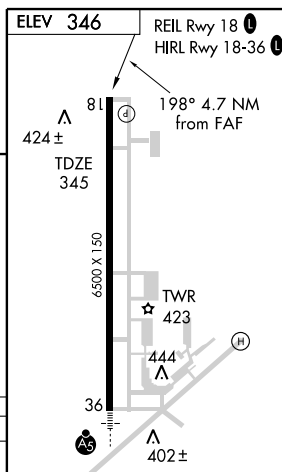
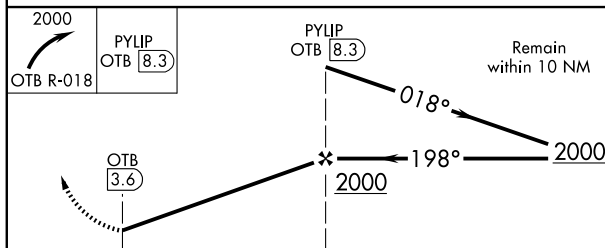
		MISSED APPROACH: Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.	
ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275



RADAR REQUIRED



TUPELO
109.8 OTB
Chan 35



CATEGORY	A	B	C	D
S-18	740-1 395 (400-1)			740-1¼ 395 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

VICKSBURG MUNI (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

MEMPHIS

106 B S4 FUEL 100LL JET A LRA NOTAM FILE GWO

H-6J, L-18F

RWY 01-19: H5000X100 (ASPH) S-30, D-50, 2D-90 MIRL

IAP

RWY 01: Thld dsplcd 300'. Trees. RWY 19: Thld dsplcd 480'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

VICKSBURG TALLULAH RGNL (See TALLULAH/VICKSBURG, LA)

VORTEX HELIPORT (See LONG BEACH)

WATER VALLEY MUNI (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

MEMPHIS

270 B NOTAM FILE GWO

L-18G

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

WAYNESBORO MUNI (2R0) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

NEW ORLEANS

164 B FUEL 100LL NOTAM FILE GWO

H-6J, L-22G

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees. RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

WEST DELTA DLP N29°07.28' W89°32.83'

L-21B, 22G, GOMC

AWOS-3 120.425

WEST POINT

McCHAREN FLD (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

MEMPHIS

205 B NOTAM FILE GWO

L-18G

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

IAP

RWY 18: Thld dsplcd 392'. Tree.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z, after 0400Z

ACTIVATE—CTAF.

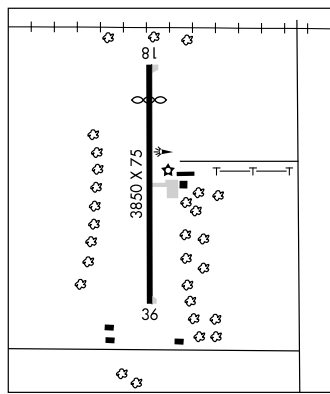
COMMUNICATIONS: CTAF 122.9

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z Mon-Fri, 1600-2300Z Sun, clsd Sat and holidays. Other times ctc MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



RNAV (GPS) RWY 1

VICKSBURG MUNI (VKS)

APP CRS
005°

Rwy ldg **4700**
TDZE **103**
Apt Elev **106**

NA DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct TALPY and hold.

MEMPHIS CENTER
132.5 259.1

UNICOM
122.8 (CTAF) 0

DORTS

3000
167°
(14.8)

605

512

605

422 ±

529

608

623

530

383

306

366

399 ±

442 ±

1800

005°

(6)

2000

094°

(5)

ADIVE

314°

2000

(7)

COMUP

5 NM

045°

225°

TALPY

MSA RW01 25 NM

3500

3000

TALPY

1.6 NM to RW01

3.05°

TCH 35

6 NM

3.6 NM

1.6 NM

RW01

ADIVE

2000

005°

1800

DOGME

Procedure Turn NA

CATEGORY

A

B

C

D

LNVA MDA

660-1

557 (600-1)

660-1½

557 (600-1½)

660-1¾

557 (600-1¾)

CIRCLING

700-1

594 (600-1)

700-1½

594 (600-1½)

1060-3

954 (1000-3)

VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS

LNVA MDA

680-1

577 (600-1)

680-1½

577 (600-1½)

680-1¾

577 (600-1¾)

CIRCLING

740-1

634 (700-1)

740-1¾

634 (700-1¾)

1100-3

994 (1000-3)

ELEV 106

137

Rwy 1 ldg 4700'
Rwy 19 ldg 4520'

61

170

201

5000 X 100

TDZE 103

120

005° to RW01

MIRL Rwy 1-19 0

VICKSBURG MUNI (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

MEMPHIS

106 B S4 FUEL 100LL JET A LRA NOTAM FILE GWO

H-6J, L-18F

RWY 01-19: H5000X100 (ASPH) S-30, D-50, 2D-90 MIRL

IAP

RWY 01: Thld dsplcd 300'. Trees. RWY 19: Thld dsplcd 480'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z. ACTIVATE MIRL Rwy 01-19-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

VICKSBURG TALLULAH RGNL (See TALLULAH/VICKSBURG, LA)

VORTEX HELIPORT (See LONG BEACH)

WATER VALLEY MUNI (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

MEMPHIS

270 B NOTAM FILE GWO

L-18G

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

WAYNESBORO MUNI (2R0) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

NEW ORLEANS

164 B FUEL 100LL NOTAM FILE GWO

H-6J, L-22G

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees. RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

WEST DELTA DLP N29°07.28' W89°32.83'

L-21B, 22G, GOMC

AWOS-3 120.425

WEST POINT

McCHAREN FLD (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

MEMPHIS

205 B NOTAM FILE GWO

L-18G

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

IAP

RWY 18: Thld dsplcd 392'. Tree.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z, after 0400Z

ACTIVATE-CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z Mon-Fri,

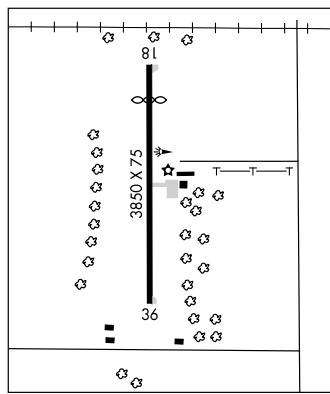
1600-2300Z Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



APP CRS **180°**
 Rwy Idg **3458**
 TDZE **205**
 Apt Elev **205**

RNAV (GPS) RWY 18

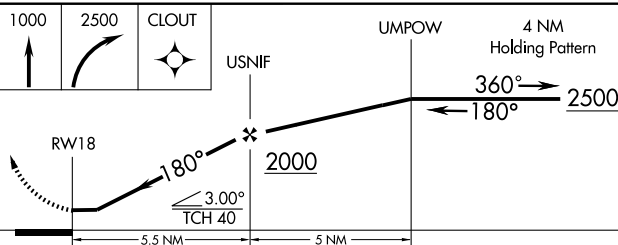
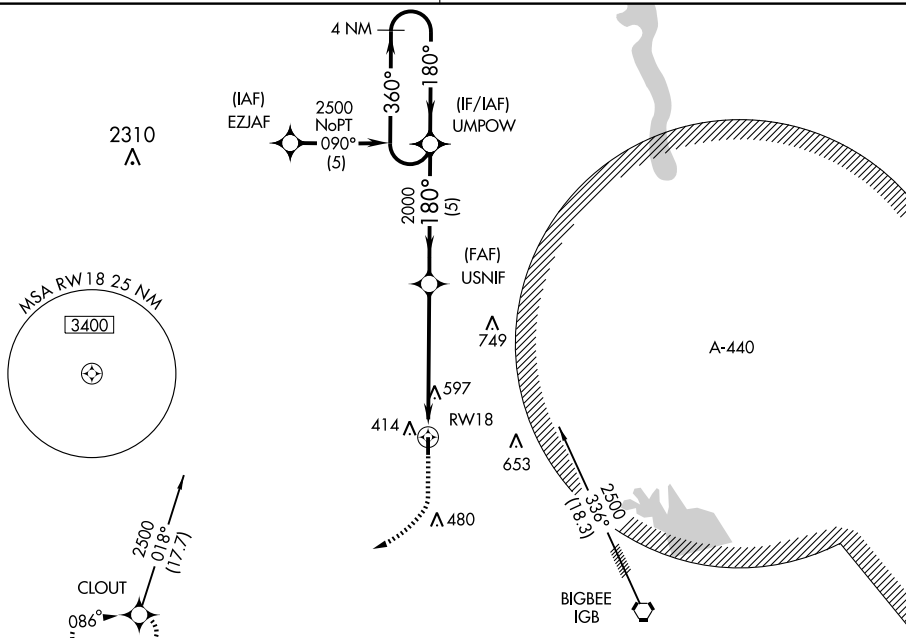
WEST POINT/MCCHAREN FIELD (M83)

▼ Use Columbus AFB altimeter setting.
 GPS or RNP-0.3 required.
 ▲ NA DME/DME RNP-0.3 NA.

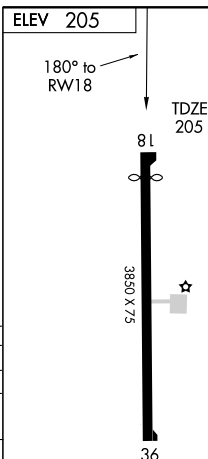
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON*
135.6 323.275

CTAF
122.9 0



CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/VNAV DA		NA		
LNAV MDA	980-1 775 (800-1)	980-1½ 775 (800-1½)	980-2½ 775 (800-2½)	NA
CIRCLING	980-1 775 (800-1)	1020-1½ 815 (900-1½)	1020-2½ 815 (900-2½)	NA



MIRL Rwy 18-36 0

APP CRS **360°**
 Rwy Idg **3850**
 TDZE **203**
 Apt Elev **205**

RNAV (GPS) RWY 36

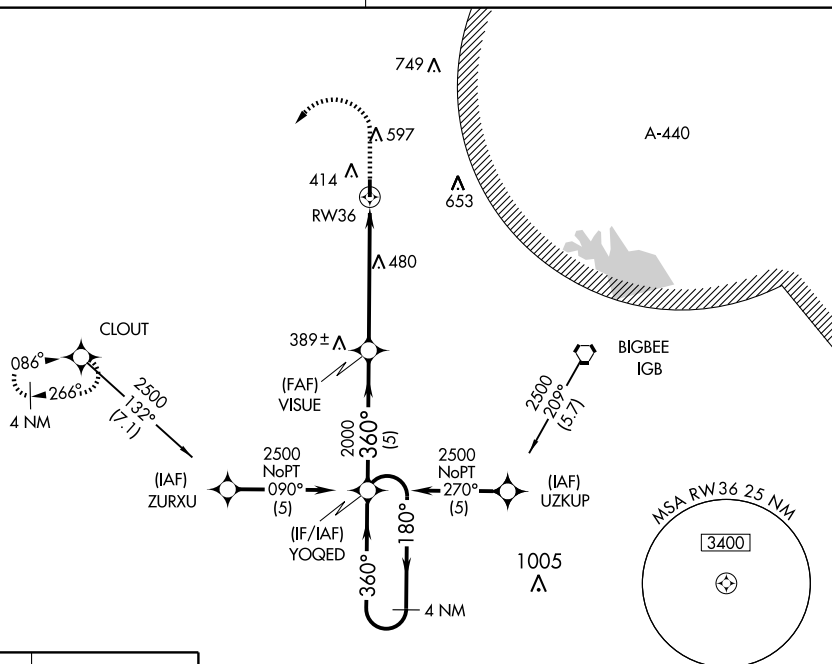
WEST POINT/MCCHAREN FIELD (M83)

▼ Use Columbus AFB altimeter setting.
 ▲ NA DME/DME RNP-0.3 NA.

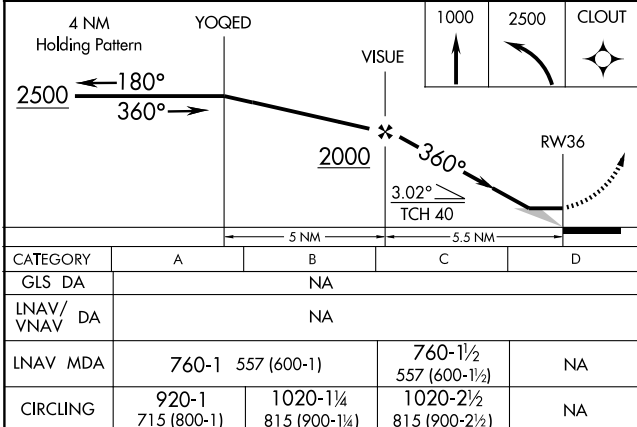
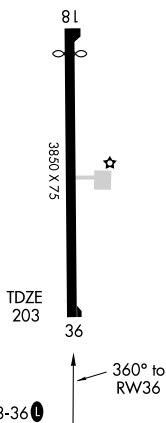
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9 0



ELEV 205



VORTAC IGB 116.2 Chan 109	APP CRS 304°	Rwy Idg TDZE Apt Elev	N/A N/A 205
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VOR-A

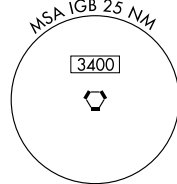
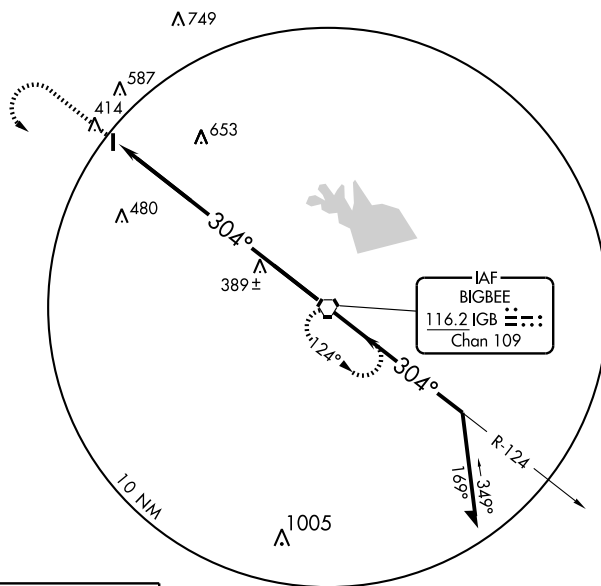
WEST POINT/MCCHAREN FIELD (M83)

▼ Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.
 ▲ NA

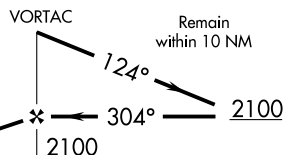
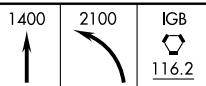
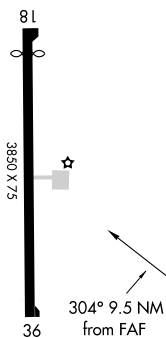
MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold.

COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9 0



ELEV 205



CATEGORY	A	B	C	D
CIRCLING	1000-1 795 (800-1)	1000-1¼ 795 (800-1¼)	1000-2¼ 795 (800-2¼)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	1040-1 835 (900-1)	1040-1¼ 835 (900-1¼)	1040-2½ 835 (900-2½)	NA

FAF to MAP 9.5 NM

Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

WEST POINT, MISSISSIPPI

Amdt 4 09183

WEST POINT/MCCHAREN FIELD (M83)

33°35'N-88°40'W

VOR-A

VORTAC IGB 116.2 Chan 109	APP CRS 124°	Rwy Idg TDZE Apt Elev	N/A N/A 205
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VOR/DME-B

WEST POINT/MCCHAREN FIELD (M83)

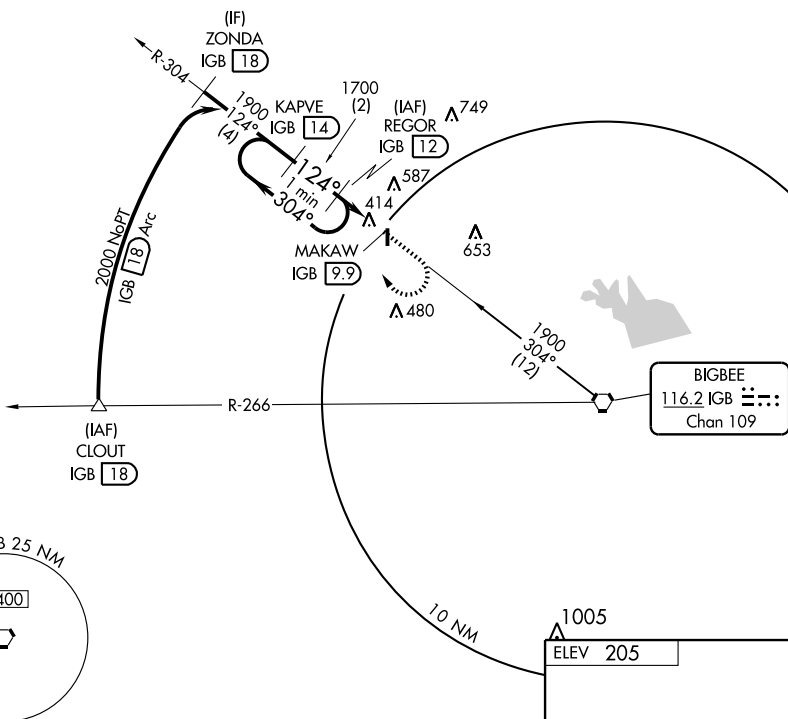
▼ Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.

▲ NA

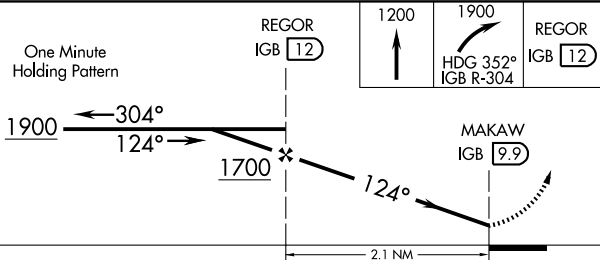
MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9



One Minute
Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	880-1 675 (700-1)	900-1 695 (700-1)	900-2 695 (700-2)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	920-1	715 (800-1)	920-2 715 (800-2)	NA

MIRL Rwy 18-36

WIGGINS**DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'**NEW ORLEANS**

270 B FUEL 100LL NOTAM FILE GWO

L-21C, 22G**RWY 17-35:** H3000X50 (ASPH) S-20 MIRL**RWY 17:** PAPI(P2L) Tree.**RWY 35:** PAPI(P2L) Tree.**AIRPORT REMARKS:** Attended 1400-2300Z†. Fuel avbl call (601) 766-5341. Rotg bcn and PAPI lgts OTS indef.

ACTIVATE MIRL Rwy 17- 35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'**MEMPHIS**

363 B S2 FUEL 100LL NOTAM FILE GWO

L-18G**RWY 03-21:** H4000X60 (ASPH) S-18 MIRL 0.4% up NE**IAP****RWY 03:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.**RWY 21:** PAPI(P2L)—GA 3.0° TCH 30'. Trees.**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arpt rotating bcn OTS indef. MIRL opr dusk-0400Z†. After 0400Z† ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.**COMMUNICATIONS:** CTAF 122.9**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.**YAZOO CITY****YAZOO CO** (87I) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'**MEMPHIS**

104 B S2 FUEL 100LL NOTAM FILE GWO

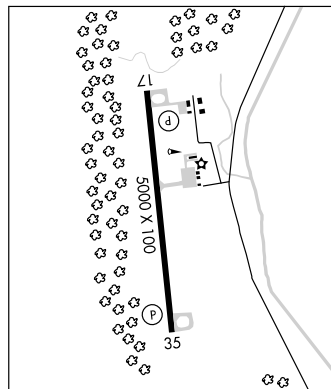
H-6J, L-18G**RWY 17-35:** H5000X100 (ASPH) S-30 2D-64 MIRL**IAP****RWY 17:** PAPI(P2L)—GA 3.0° TCH 35'**RWY 35:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†.

Fuel 24 hr credit card svc avbl. Parachute Jumping. Rotating bcn OTS indef. Rwy 35 PAPI OTS indef. MIRL Rwy 17-35 preset low ints; dusk-0400Z†, after 0400Z† to incr intst ACTIVATE—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8**MEMPHIS CENTER APP/DEP CON** 132.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.



APP CRS **030°**
 Rwy Idg **4000**
 TDZE **360**
 Apt Elev **364**

RNAV (GPS) RWY 3

WINONA-MONTGOMERY COUNTY (5A6)

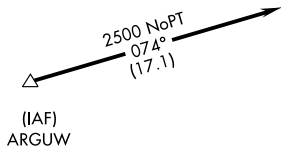
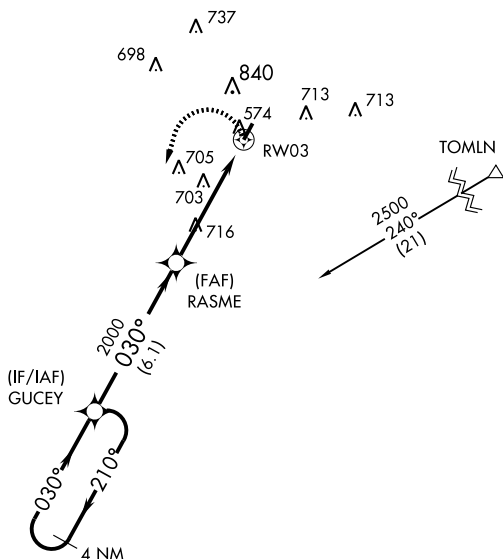
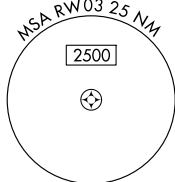
▼ Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA.
 ▲ NA Procedure NA at night. Circling NA NW of Rwy 3-21.

MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.

GRENADA AWOS
118.025

MEMPHIS CENTER
128.5 279.55

CTAF
122.9 0



4 NM
 Holding Pattern

2500 ← 210°
 030° → 2500

VGSI and descent angles not coincident.

GUCEY

RASME

2500

GUCEY

2000

RW03

3.04

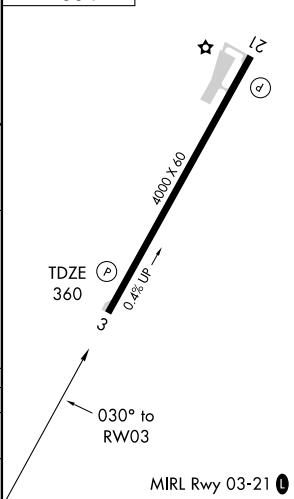
TCH 30

6.1 NM

5 NM

CATEGORY	A	B	C	D
RNAV MDA	1100-1 740 (800-1)		1100-2 740 (800-2)	NA
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	NA

ELEV 364



APP CRS
210°

Rwy Idg **4000**
TDZE **364**
Apt Elev **364**

RNAV (GPS) RWY 21

WINONA-MONTGOMERY COUNTY (5A6)

▼ Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA.
▲ NA Procedure NA at night. Circling NA NW of Rwy 3-21.

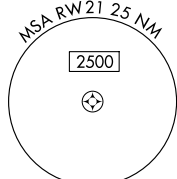
MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.

GRENADA AWOS
118.025

MEMPHIS CENTER
128.5 279.55

CTAF
122.9 0

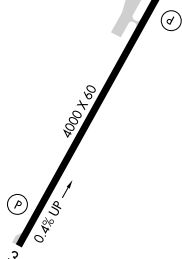
(IAF) UBABY
2400 NoPT
115°
(25)



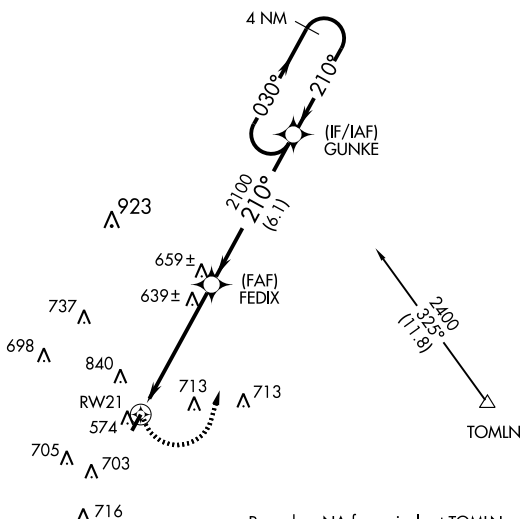
ELEV 364

210° to
RW21

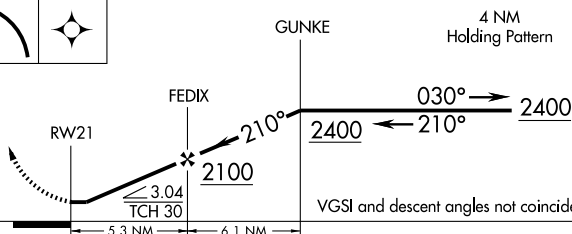
TDZE
364



MIRL Rwy 03-21 **0**



Procedure NA for arrivals at TOMLIN via V278 eastbound.



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	980-1	616 (700-1)	980-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$)	NA
CIRCLING	980-1	616 (700-1)	980-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$)	NA

WIGGINS**DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'**NEW ORLEANS**

270 B FUEL 100LL NOTAM FILE GWO

L-21C, 22G**RWY 17-35:** H3000X50 (ASPH) S-20 MIRL**RWY 17:** PAPI(P2L) Tree.**RWY 35:** PAPI(P2L) Tree.**AIRPORT REMARKS:** Attended 1400-2300Z†. Fuel avbl call (601) 766-5341. Rotg bcn and PAPI lgts OTS indef.

ACTIVATE MIRL Rwy 17- 35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'**MEMPHIS**

363 B S2 FUEL 100LL NOTAM FILE GWO

L-18G**RWY 03-21:** H4000X60 (ASPH) S-18 MIRL 0.4% up NE**IAP****RWY 03:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.**RWY 21:** PAPI(P2L)—GA 3.0° TCH 30'. Trees.**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arpt rotating bcn OTS indef. MIRL opr dusk-0400Z†. After 0400Z† ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.**COMMUNICATIONS:** CTAF 122.9**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.**YAZOO CITY****YAZOO CO** (87I) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'**MEMPHIS**

104 B S2 FUEL 100LL NOTAM FILE GWO

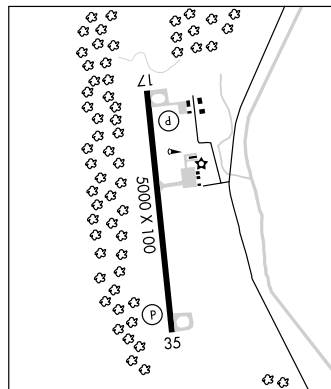
H-6J, L-18G**RWY 17-35:** H5000X100 (ASPH) S-30 2D-64 MIRL**IAP****RWY 17:** PAPI(P2L)—GA 3.0° TCH 35'**RWY 35:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†.

Fuel 24 hr credit card svc avbl. Parachute Jumping. Rotating bcn OTS indef. Rwy 35 PAPI OTS indef. MIRL Rwy 17-35 preset low ints; dusk-0400Z†, after 0400Z† to incr intst ACTIVATE—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8**MEMPHIS CENTER APP/DEP CON** 132.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.



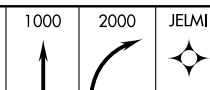
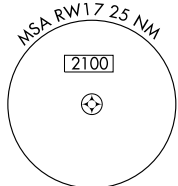
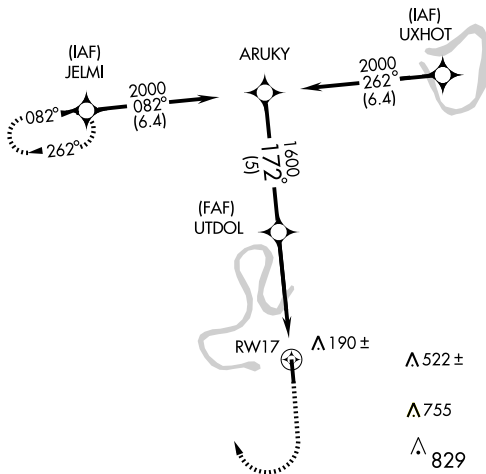
APP CRS **172°**
Rwy Idg **5000**
TDZE **104**
Apt Elev **104**

▲ NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

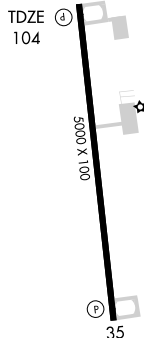
MEMPHIS CENTER
132.5 259.1

UNICOM
122.8 (CTAF) 0



ELEV 104

172° to RWY 17



MIRL Rwy 17-35 0

	ARUKY		UTDOL		RWY 17	
	2000		172°		1600	
	Procedure Turn NA					
	5 NM		4.6 NM			
CATEGORY	A	B	C	D		
S-17	600-1 496 (500-1)		600-1¼ 496 (500-1¼)		NA	
CIRCLING	640-1 536 (600-1)		640-1½ 536 (600-1½)		NA	

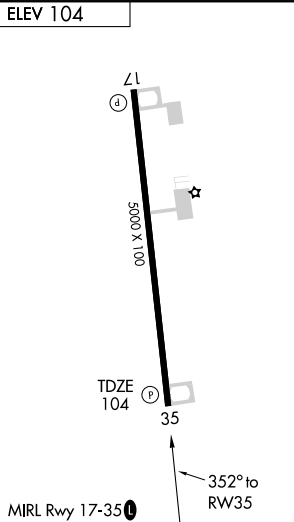
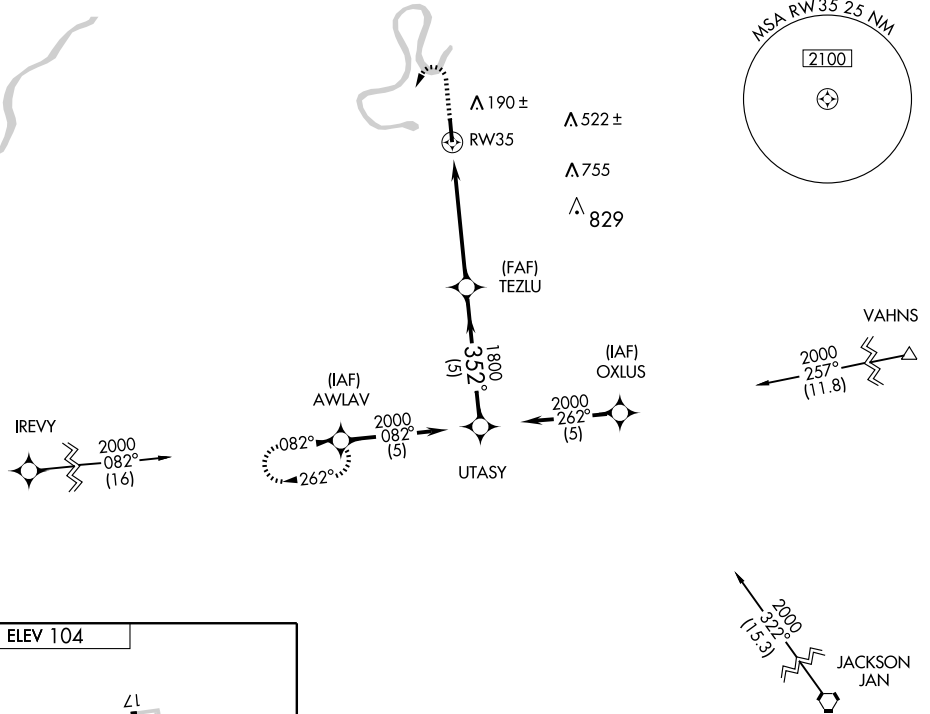
APP CRS	Rwy Idg	5000
352°	TDZE	104
	Apt Elev	104

▲ NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

MEMPHIS CENTER
132.5 259.1

UNICOM
122.8 (CTAF) 0



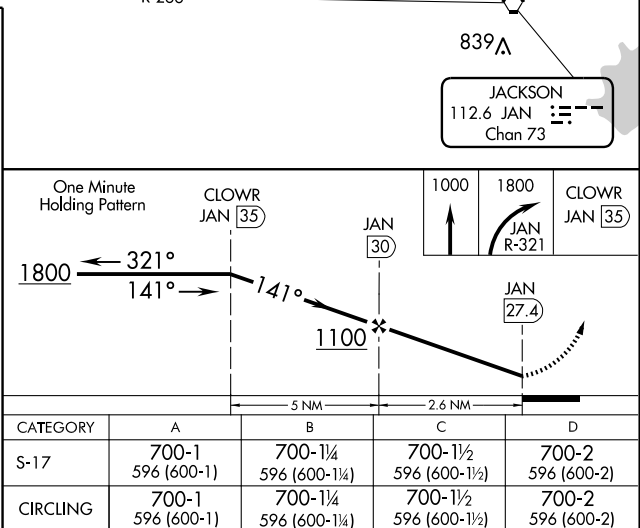
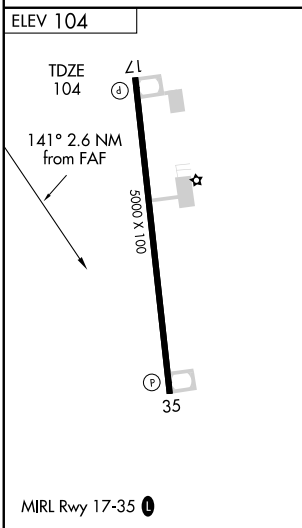
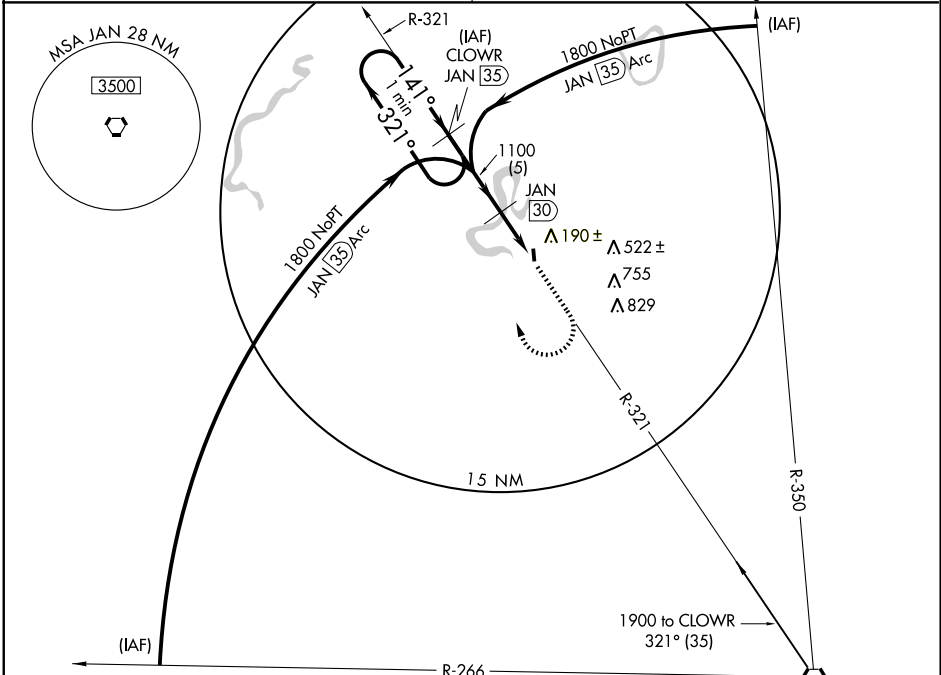
	1000	2000	AWLAV	
	↑	↶	✧	
				UTASY
			TEZLU	2000
			352°	Procedure Turn NA
			1800	
			5.2 NM	5 NM
CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)	780-2 676 (700-2)	780-2 676 (700-2)	NA
CIRCLING	780-1 676 (700-1)	780-2 676 (700-2)	780-2 676 (700-2)	NA

VORTAC JAN 112.6 Chan 73	APP CRS 141°	Rwy Idg TDZE Apt Elev	5000 104 104
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AL-6977 (FAA)

VOR/DME RWY 17
YAZOO COUNTY (87I)

<p>NA Use Jackson altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.</p>
<p>MEMPHIS CENTER 132.5 259.1</p>	<p>UNICOM 122.8 (CTAF)</p>



VORTAC JAN 112.6 Chan 73	APP CRS 321°	Rwy Idg TDZE Apt Elev	5000 104 104
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AL-6977 (FAA)

VOR/DME RWY 35

YAZOO COUNTY (87I)

▲ NA Use Jackson altimeter setting.	MISSED APPROACH: Climb to 2000 direct EMMET 30 DME and hold.
MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0

